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INTERNATIONAL NOTICES TO AIRMEN

US Department of Transportation
Federal Aviation Administration

TD4.11:

FOREWORD

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION IS A BI-WEEKLY PUBLICATION CONTAINING SIGNIFICANT INTERNATIONAL NOTAM INFORMATION AND SPECIAL NOTICES WHICH MAY AFFECT A PILOT'S DECISION TO ENTER OR USE CERTAIN AREAS OF FOREIGN OR INTERNATIONAL AIRSPACE. THIS PUBLICATION COMPLEMENTS AND EXPANDS DATA CARRIED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL, AVAILABLE UPON SEPARATE SUBSCRIPTION. **ALL PILOTS SHOULD REVIEW THE FOREIGN AIRSPACE AND ENTRY RESTRICTIONS PUBLISHED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL DURING THE FLIGHT PLANNING PROCESS. FOREIGN AIRSPACE PENETRATION WITHOUT OFFICIAL AUTHORIZATION CAN INVOLVE BOTH DANGER TO THE AIRCRAFT AND THE IMPOSITION OF SEVERE PENALTIES AND INCONVENIENCE TO BOTH PASSENGERS AND CREW. A FLIGHT PLAN ON FILE WITH ATC AUTHORITIES DOES NOT NECESSARILY CONSTITUTE THE PRIOR PERMISSION REQUIRED BY CERTAIN OTHER AUTHORITIES. THE POSSIBILITY OF FATAL CONSEQUENCES CANNOT BE IGNORED IN SOME AREAS OF THE WORLD.**

THE INFORMATION CONTAINED IS DERIVED FROM INTERNATIONAL NOTAMS AND OTHER APPROPRIATE SOURCES. INTERNATIONAL NOTAMS ARE OF TWO TYPES, CLASS ONE INTERNATIONAL NOTAMS AND CLASS TWO INTERNATIONAL NOTAMS. CLASS ONE NOTAMS ARE THOSE NOTAMS DISSEMINATED VIA TELECOMMUNICATIONS. THESE NOTAMS ARE MADE AVAILABLE VIA TELECOMMUNICATIONS TO THE U.S. FLYING PUBLIC THROUGH THE INTERNATIONAL NOTAM OFFICE IN WASHINGTON, D.C., VIA THE LOCAL FLIGHT SERVICE STATIONS. CLASS TWO NOTAMS ARE NOTAMS DISSEMINATED VIA POSTAL SERVICES AND ARE NOT READILY AVAILABLE TO THE U.S. FLYING PUBLIC. THIS PUBLICATION COVERS NOTAM AND OTHER TEMPORARY, HAZARDOUS CONDITIONS WHICH ARE NOT READILY AVAILABLE TO THE FLYING PUBLIC AND INCLUDES INFORMATION ON RECORD AS OF 1200Z ON THE DATE APPEARING ON THE COVER. FOR LATEST INFORMATION, CONSULT CLASS I NOTAMS ISSUED BY TELECOMMUNICATIONS AT ANY FAA FLIGHT SERVICE STATION. THE FOREIGN NOTICES INCLUDED, ARE TO THE MAXIMUM EXTENT POSSIBLE, CARRIED AS ISSUED. THE ABBREVIATIONS USED ARE, IN MOST ALL INSTANCES, THOSE ABBREVIATIONS LISTED IN ICAO DOCUMENT DOC 8400. INFORMATION INCLUDED WILL INDICATE THE SOURCE FOLLOWING THE ENTRY. THIS WILL ASSIST THE USER IN ESTABLISHING THE CURRENCY OF THE INFORMATION CONTAINED, SHOULD HE SO DESIRE, WITH THE ORIGINATOR OF THE INFORMATION (SEE THE INTERNATIONAL FLIGHT INFORMATION MANUAL FOR FOREIGN NOTAM OFFICE AREAS OF RESPONSIBILITY AND FOR A LISTING OF FOREIGN NOTAM OFFICES WITH WHICH THE U.S. INTERNATIONAL NOTAM OFFICE EXCHANGES INFORMATION). INFORMATION SOURCES WILL BE INDICATED AS I OR II FOR CLASS ONE AND CLASS TWO NOTAMS, FOLLOWED BY THE NOTAM NUMBER; AIP FOR AERONAUTICAL INFORMATION PUBLICATION CHANGES, FOLLOWED BY THE AIP CHANGE NUMBER; AIC FOR AERONAUTICAL INFORMATION CIRCULAR, FOLLOWED BY THE AIC NUMBER; DOS FOR DEPARTMENT OF STATE ADVISORIES; AND FAA FOR FEDERAL AVIATION ADMINISTRATION.

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION GIVES WORLD WIDE COVERAGE IN EACH ISSUE. COVERAGE FOR THE U.S. AND ITS EXTERNAL TERRITORIES IS LIMITED AND NORMALLY WILL NOT INCLUDE DATA AVAILABLE ON DOMESTIC NOTAM CIRCUITS OR PUBLISHED IN OTHER OFFICIAL SOURCES AVAILABLE TO THE USER.

EACH ISSUE OF THIS PUBLICATION IS COMPLETE IN ITSELF AS FAR AS DATA OF A TEMPORARY NATURE IS CONCERNED. TEMPORARY DATA IS REPEATED IN EACH ISSUE UNTIL THE CONDITION CEASES TO EXIST. PERMANENT DATA WILL BE CARRIED UNTIL IT IS SUFFICIENTLY PROMULGATED OR IS AVAILABLE IN OTHER PERMANENT SOURCES. THESE ITEMS WILL BE PREFIXED BY A SOLID DOT (•) WHEN THEY ARE TO BE REMOVED FROM FUTURE EDITIONS. THIS WILL AID THE USER IN THE IDENTIFICATION OF THOSE PERMANENT ITEMS WHICH HE, THE USER, MAY WISH TO RETAIN FOR HIS OWN RECORDS. NEW ITEMS TO THIS PUBLICATION ARE IDENTIFIED BY UNDERSCORING THE FIRST LINE OF THE NEW ENTRY.

IN CARRYING OUT ITS EXPRESSED PURPOSE OF PROVIDING A NOTICE TO AIRMEN SERVICE, THIS PUBLICATION INCLUDES DATA ISSUED BY FOREIGN GOVERNMENTS. IT SHOULD BE CLEARLY UNDERSTOOD THAT THE PUBLICATION OF SUCH DATA IN NO WAY CONSTITUTES A LEGAL RECOGNITION OF THE INTERNATIONAL VALIDITY OF SUCH DATA. THE SCOPE OF THIS PUBLICATION PRECLUDES ANY ATTEMPT TO TABULATE ALL NOTAM DATA. WHILE EVERY EFFORT IS MADE TO PUBLISH ALL PERTINENT DATA, THE FEDERAL AVIATION ADMINISTRATION CANNOT ASSUME ANY LIABILITY FOR FAILURE TO PUBLISH ANY PARTICULAR ITEM.

COMMUNICATIONS WITH THE EDITORS OF THIS PUBLICATION, INCLUDING NOTIFICATION OF ERRONEOUS OR OBSOLETE DATA, SHOULD BE DIRECTED TO THE FEDERAL AVIATION ADMINISTRATION, FLIGHT INFORMATION AND OBSTRUCTIONS BRANCH (ATO-210), 800 INDEPENDENCE AVE., SW, WASHINGTON, D.C. 20591 (TELEPHONE 202-426-8790, 0800-1700 MONDAY-FRIDAY; OTHER TIMES CALL 202-426-3390). SUBSCRIPTIONS FOR THIS PUBLICATION SHOULD **NOT** BE FORWARDED TO THE FEDERAL AVIATION ADMINISTRATION. THIS PUBLICATION IS SOLD BY THE SUPERINTENDENT OF DOCUMENTS, U.S. GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C. 20402. ALL QUERIES CONCERNING YOUR SUBSCRIPTION OR PRICES SHOULD BE DIRECTED ONLY TO THE SUPERINTENDENT OF DOCUMENTS.

FOREIGN NOTICES

CARIBBEAN

SPECIAL NOTICE: SEE SPECIAL NOTICE UNDER CARIBBEAN IN THE INTERNATIONAL OCEANIC AIRSPACE NOTICE.

CUBA

AIRCRAFT ARRIVING FROM OR DEPARTING FOR CUBA MUST LAND AT OR DEPART FROM FORT LAUDERDALE-HOLLYWOOD AIRPORT.

IRAN -- PERSIAN GULF

THE IRANIAN AIRSPACE IS CLOSED TO UNITED STATES AIRCRAFT. FLIGHT PLAN AND LATEST INFORMATION REGARDING AIRCRAFT THAT FLY IN THE PORTION OF TEHRAN FIR OVER THE PERSIAN GULF SHOULD BE MADE AVAILABLE TO TEHRAN ACC EITHER DIRECTLY OR THROUGH BAHRAIN ACC OR BANDAR ABBASS, BUSHER ATC. AIRCRAFT THAT FAIL TO DO SO SHOULD REFRAIN FROM FLYING OVER AND IN THE VICINITY OF ANY INSTALLATION BELONGING TO ISLAMIC REPUBLIC OF IRAN. AREA CONTROL SERVICE PROVIDED BY TEHRAN ACC ALONG ATS 21 AND OTHER ATS ROUTES OVER THE PERSIAN GULF IS REDUCED TO FLIGHT INFORMATION SERVICE UNTIL FURTHER NOTICE DUE TO TEMPORARY DEFICIENCIES IN VHF COMMUNICATIONS. COMMUNICATIONS ARE AVAILABLE ON HF FREQUENCIES 13336, 8847, 5680, 5603 AND 6624KHZ AND VHF FREQUENCIES 134.1 AND 118.1MHZ. TEHRAN ASSUMES NO RESPONSIBILITY FOR THE PORTIONS OF ATS ROUTES R21 AND B56 WHICH ARE OVER THE HIGH SEAS. FLIGHTS MAY BE SUBJECT TO VISUAL IDENTIFICATION BY MILITARY AIRCRAFT ACCORDING TO ICAO REGULATIONS. OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD BE AWARE THAT THE FAA IS NOT A DIRECT RECIPIENT OF IRANIAN NOTAMS AND THAT THE ABOVE INFORMATION MAY NOT BE COMPLETE AND CURRENT. PILOTS PLANNING TO OPERATE IN THE PERSIAN GULF AREA SHOULD VERIFY NOTAMS WITH A FACILITY RECEIVING CURRENT NOTAM INFORMATION. DUE TO THE TENSIONS AND HOSTILITIES IN THE PERSIAN GULF AREA IT IS RECOMMENDED THAT OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD CONTINUE TO FLIGHT PLAN SO AS NOT TO FLY OVER THE PERSIAN GULF EAST OF AIRWAY B-56 OR NORTH OF AIRWAY A-55. (FAA FDC 4/334)

U.S.NAVAL FORCES IN THE PERSIAN GULF, STRAIT OF HORMUZ, GULF OF OMAN AND ARABIAN SEA (NORTH OF 20 DEGREES NORTH) ARE TAKING ADDITIONAL DEFENSIVE PRECAUTIONS AGAINST TERRORIST THREATS. AIRCRAFT AT ALTITUDES LESS THAN 2000 FT. AGL WHICH ARE NOT CLEARED FOR APPROACH/DEPARTURE TO OR FROM A REGIONAL AIRPORT ARE REQUESTED TO AVOID APPROACHING CLOSER THAN 5 NM TO U.S.NAVAL FORCES.

IT IS ALSO REQUESTED THAT AIRCRAFT APPROACHING WITHIN 5 NM ESTABLISH AND MAINTAIN RADIO CONTACT WITH U.S.NAVAL FORCES ON 121.5 MHZ VHF OR 243.0 MHZ UHF. AIRCRAFT WHICH APPROACH WITHIN 5 NM AT ALTITUDES LESS THAT 2000 FT. AGL WHOSE INTENTIONS ARE UNCLEAR TO U.S.NAVAL FORCES MAY BE HELD AT RISK BY U.S. DEFENSIVE MEASURES. THIS IS A JOINT USCINCPAC AND USCINCCENT NOTAM AFFECTING OPERATIONS WITHIN THEIR RESPECTIVE AREA OF RESPONSIBILITY. (112119 KFDC)

LEBANON

DUE TO SAFETY IN AIR COMMERCE AND AIR TRANSPORTATION, AND THE PUBLIC INTEREST, ALL U.S. AIR CARRIERS (PART 121/135/125) ARE PROHIBITED FROM OPERATING INTO BEIRUT INTERNATIONAL AIRPORT. (FAA RWA 5/106)

NETHERLANDS ANTILLES

PRINSES BEATRIX AIRPORT - ARUBA: DUE TO FREQUENT VIOLATION OF ARTICLE 29 OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION AND OF OUR NATIONAL LAWS AND REGULATIONS ON THE SAME SUBJECT, AIRMEN ARE ADVISED THAT STRICT INSPECTION OF AIRCRAFT DOCUMENTS AND CREW MEMBER LICENSES WILL BE CARRIED OUT AND THAT FAILURE TO CARRY VALID DOCUMENTS AND CERTIFICATES MAY RESULT IN LEGAL PROSECUTION. (II 18/82)

NICARAGUA

ALL NATIONAL AND FOREIGN REGISTERED AIRCRAFT PROVIDING SCHEDULED OR NON-SCHEDULED COMMERCIAL SERVICE OR GENERAL AVIATION SERVICE NEEDING TO REFUEL AT THE AUGUSTO C. SANDINO INTERNATIONAL AIRPORT SHALL MAKE ARRANGEMENTS TO DO SO WITH THE AIRPORT ADMINISTRATION, WHICH IS THE ONLY AGENCY AUTHORIZED TO PROVIDE THIS SERVICE.(II A4/85)

PANAMA

SPECIAL NOTICE: EN ROUTE IFR FLIGHTS OPERATING WITHIN THE PANAMA CTA AND OUTSIDE THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ARE REQUIRED TO ESTABLISH AND MAINTAIN COMMUNICATIONS WITH PANAMA RADIO. IFR ACFT ENTERING THE PANAMA CTA SHALL MAKE A STANDARD POSITION REPORT AT THE CTA BOUNDARY TO PANAMA ARTCC THROUGH PANAMA RADIO. PRIMARY AND ALTERNATE FREQUENCIES: PRIMARY 6649 KHZ, ALTERNATE 2944 KHZ WHEN OPERATING SOUTH OF 09-OON/TBG. PRIMARY 6577 KHZ, ALTERNATE 8918 KHZ WHEN OPERATING NORTH OF 09-OON/TBG. ADDITIONAL FREQUENCIES AVAILABLE ARE 5520 KHZ, AND 11396 KHZ. U.S. MILITARY FLIGHTS AND CIVIL ACFT UNABLE TO ESTABLISH COMMUNICATIONS WITH PANAMA RADIO MAY UTILIZE ALBROOK AIRWAYS ON USB FREQUENCIES 5710 KHZ 0200-1200Z, 6683 KHZ 0000-1400Z, 8993/11176 KHZ 24 HOURS DAILY, 15015 KHZ 1200-0200Z, 18019 KHZ 1400-2400. WHEN OPERATING WITHIN THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ENROUTE IFR AIRCRAFT ARE REQUIRED TO MAINTAIN DIRECT PILOT/CONTROLLER COMMUNICATIONS UTILIZING 125.5 OR 352.0 MHZ, ALTERNATES 120.3 OR 317.7 MHZ. ALL AIRCRAFT OPERATING WITHIN THE PANAMA CTA/FIR EQUIPPED WITH FUNCTIONING TRANSPONDER SHOULD SET TRANSPONDERS TO REPLY ON THE FOLLOWING MODES/CODES IN ACCORDANCE WITH TYPE OF FLIGHT PLAN AND ALTITUDE STRATUM. IFR AIRCRAFT BELOW FLIGHT LEVEL 200 MODE A/3 CODE 1100. AT AND ABOVE FLIGHT LEVEL 200 MODE A/3 CODE 2100. VFR AIRCRAFT, MODE A/3 CODE 1200. OTHER TRANSPONDERS REPLIES WILL BE ASSIGNED BY PANAMA ACC AS NECESSARY. (FAA)

THAILAND

BANGKOK INTERNATIONAL AIRPORT - PEAK HOURS: DUE TO CRITICAL AIR TRAFFIC SATURATION AT BANGKOK INTERNATIONAL AIRPORT, WITH IMMEDIATE EFFECT, PEAK HOURS AT BANGKOK INTERNATIONAL AIRPORT ARE FROM 0200 TO 0530Z, 1000 TO 1300Z AND FROM 1500 TO 1700Z. ALL FOREIGN INTERNATIONAL NONSCHEDULED AIRCRAFT SHOULD AVOID TO LAND WITH TRAFFIC PURPOSE AT BANGKOK INTERNATIONAL AIRPORT DURING THE DECLARED PEAK HOURS. RESTRICTION DURING PEAK HOURS FROM 1500 TO 1700Z SHALL BE STRICTLY IMPOSED ON NONSCHEDULED B-747 TO LAND WITH ANY PURPOSES. (AIC 1/81)

ZAMBIA

LUSAKA FIR NON-SCHEDULED FLIGHTS: THE ZAMBIAN AIRSPACE IS NOW OPEN TO ALL NONSCHEDULED FLIGHTS EXCEPT WESTERN PROVINCE. THOSE OPERATORS WISHING TO OPERATE INTO OR OVERFLY WESTERN PROVINCE OF ZAMBIA MUST APPLY TO THE COMMANDER ZAMBIA NATIONAL DEFENSE FORCES GIVING 10 DAYS PRIOR NOTICE AND APPROVAL MUST BE RECEIVED BY THE APPLICANT BEFORE FLIGHT IS UNDERTAKEN.

THE APPLICATION MUST INCLUDE THE FOLLOWING:

A. PILOTS NAME;
B. OPERATORS NAME AND ADDRESS;
C. TYPE OF AIRCRAFT AND REGISTRATION;
D. ROUTE OR AREA OF OPERATION; AND
E. PURPOSE OF FLIGHT DATES, TIMINGS, ETC.

ALL APPLICATIONS ARE DIRECTED TO THE COMMANDER Z.N.D. FORCES. (II 5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

CANARY ISLANDS

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, BECAUSE OF INCIDENTS IN THE WESTERN SAHARA REGION ON JANUARY 21 AND FEBRUARY 21, 1985, RESULTING IN AIRCRAFT DOWNINGS WHICH WERE MOST LIKELY CAUSED BY SURFACE TO AIR MISSLE FIRINGS, IT IS STRONGLY RECOMMENDED THAT FLIGHTS MAINTAIN A MINIMUM ALTITUDE OF 20,000 FEET IN THAT AREA OF THE CARARYS FLIGHT INFORMATION REGION (FIR) OVER THE LAND MASS OF THE WESTERN SAHARA SOUTH OF 26 DEGREES NORTH LATITUDE AND FOR A DISTANCE OF FIVE NAUTICAL MILES OUT TO SEA PARALLEL TO THE SAHANAR COAST. FOR FLIGHTS OPERATING TO OR FROM DAKHLA (EX VILLA CISNEROS) - 20 DEGREES, FIFTY-FOUR MINUTES NORTH LATITUDE; 17 DEGREES 4 MINUTES WEST LONGITUDE, RECOMMEND ALL DESCENTS BE MADE FROM SEAWARD AND CLIMB TO SEAWARD UNTIL PASSING 20,000 FEET OR UNTIL PASSING MORE THAN FIVE NAUTICAL MILES FROM THE COAST. (DOS 086863 3/85)

CHAD

ALL CHADIAN AIRSPACE NORTH OF A LINE RUNNING FROM ABECHE (13-49N 20-49E) TO MASSAKORY (13-00N 15-44E) AND EXTENDING TO BOTH CHAD'S EASTERN AND WESTERN BORDERS ARE RESTRICTED. THE FOLLOWING SECTIONS OF INTERNATIONAL AIRWAYS NO LONGER ARE APPROVED FOR USE: ROUTE UA 607/A 607 FROM BAGAR TO BOLBE, ROUTE UA 403/A 403 FROM SEMOK TO DEPOS, AND ROUTE UG 655 FROM GARIN TO KOLBA. THERE ARE NO RESTRICTIONS ON FLIGHT ACTIVITY SOUTH OF THE ABECHE-MASSAKORY LINE.

COLOMBIA

THE GOVERNMENT OF COLOMBIA HAS A RESTRICTED AIR TRAFFIC ZONE OVER MOST OF THE SANTA MARTA MOUNTAINS, ALL OF THE STATE OF GUAJIRA, AND ALL TERRITORIAL WATERS NORTH OF THESE AREAS (12NM FROM THE COAST LINE). THE ZONE EXTENDS TO AN ALTITUDE OF 7,000 FEET, EXCEPT OVER THE MOUNTAINS, WHERE IT EXTENDS TO 20,000 FEET. PILOTS FORCED TO ENTER THIS REGION SHOULD NOTIFY COLOMBIAN CIVIL AVIATION AUTHORITIES IN ADVANCE AND BE PREPARED TO PROPERLY IDENTIFY THEMSELVES, THEIR AIRCRAFT, AND BE ABLE TO JUSTIFY A FORCED LANDING. IT IS MANDATORY THAT ANY PILOT TRANSITTING THIS AREA HAVE PERMISSION AND FLIGHT PLAN ON FILE AT LEAST 24 HOURS IN ADVANCE OF ENTERING COLOMBIAN AIRSPACE. (DOS 5/83)

NICARAGUA

THE GOVERNMENT OF NICARAGUA IS TIGHTENING ITS REGULATIONS REGARDING COMMERCIAL, PRIVATE AND MILITARY FLIGHTS INTO THEIR COUNTRY. PILOTS PLANNING FLIGHTS TO NICARAGUA SHOULD ASSURE THAT ENTRY, OVERFLIGHT AND LANDING AUTHORIZATION HAVE BEEN OBTAINED FROM THE APPROPRIATE AVIATION AUTHORITY PRIOR TO DEPARTURE AND THAT WHEN OPERATING WITHIN THEIR AIRSPACE STRICTLY COMPLY WITH THOSE REGULATIONS RELATING TO THE FLIGHT AND MANEUVER OF THE AIRCRAFT. (DOS 6/81)

THE GOVERNMENT OF NICARAGUA HAS IMPOSED A 10 MILE WIDE CORRIDOR. AIRWAY B4 HAS BEEN COMBINED WITH A1 AND RUNS APOPA-ANAPO-ARLEN (1159N-8659W)-MGA. ARIEN IS AT A BEARING OF 246 DEGREES FROM MANAGUA. AIR TRAFFIC ENTERING OR EXITING COSTA RICA VIA NICARAGUA MUST FLY OVER LOS CHILES IN NORTHERNMOST COSTA RICA. THE CORRIDOR IS CONNECTED TO MANAGUA. (DOS 5/23/84)

PANAMA

THE PANAMANIA DIRECTORATE OF CIVIL AVIATION (DAC) HAS CHANGED THE LANDING REQUIREMENTS FOR GENERAL AVIATION AIRCRAFT LANDING IN PANAMA. DUE TO DRUG TRAFFICKERS WHO MAY BE USING PANAMA TO FERRY ILLEGAL DRUGS TO THE UNITED STATES, PRIOR PERMISSION MUST BE OBTAINED FOR ALL PRIVATE AIRCRAFT LANDING IN PANAMA. (DOS 7/85)

WEST INDIES - ASSOCIATED STATES

TURKS AND CAICOS ISLANDS: CHARTER, COMMERCIAL AND FREIGHT AIRCRAFT REQUIRE 24 HOURS PRIOR PERMISSION TO LAND. ADDRESS TO: TELEX: 8227, CHIEFMIN TO. (FAA)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

GENERAL

COORDINATED UNIVERSAL TIME (UTC)

INTERNATIONAL DATE/TIME GROUP CHANGE. EFFECTIVE 0001 UTC DECEMBER 19, 1985, THE UNITED STATES WILL ADOPT PROVISIONS CONTAINED IN ICAO AERONAUTICAL INFORMATION SERVICES (AIS) ANNEX 15 AMENDMENT 25 PERTAINING TO DATE/TIME GROUPS ON ALL INTERNATIONAL CLASS I NOTAM(S).

EXAMPLE:

PRESENTLY.........B) 13021900 C) 15022300

13 = DAY 02 = MONTH 19 = HOUR 00 = MINUTES

WILL BE CHANGED TO READ.......B) 02131900 C) 02152300

02 = MONTH 13 = DAY 19 = HOUR 00 = MINUTES

(A0056/85 KFDC)

NORTH ATLANTIC

POSITION REPORTING PROCEDURE

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION:

1. THE FOLLOWING REVISED POSITION REPORTING PROCEDURE REQUIRING THE INCLUSION OF AN ADDITIONAL ITEM (ITEM H) IN THE POSITION REPORT, WILL BE IMPLEMENTED ON A TRIAL BASIS BY GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK OACS, IN ORDER TO PROVIDE FOR EARLIEST POSSIBLE DETECTION OF MISUNDERSTANDINGS REGARDING THE ROUTE TO BE FOLLOWED BY AIRCRAFT IN THE NAT REGION AND ADJACENT TRANSITION AREAS.
2. EFFECTIVE 0800 GMT ON 20 NOVEMBER 1979, AIRCRAFT ENTERING, OPERATING WITHIN, OR LEAVING THE OCEANIC CONTROL AREAS OF GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK WILL TRANSMIT THE FOLLOWING ELEMENTS OF INFORMATION IN POSITION REPORTS TO THE APPROPRIATE OCEANIC CONTROL CENTRE:

   A. THE WORD "POSITION";
   B. AIRCRAFT IDENTIFICATION;
   C. PRESENT POSITION;
   D. TIME OVER PRESENT POSITION (HOURS AND MINUTES);
   E. PRESENT FLIGHT LEVEL;
   F. ESTIMATED POSITION ON ASSIGNED ROUTE;
   G. TIME FOR ESTIMATED POSITION (HOURS AND MINUTES);
   H. NEXT POSITION ON ASSIGNED ROUTE;
   I. ANY FURTHER INFORMATION, D.C., AIREP DATA OR COMPANY MESSAGE.

SPOKEN EXAMPLE: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

WRITTEN EXAMPLE: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: IN VIEW OF THE CURRENT ENERGY SITUATION, THE FOLLOWING POINTS ARE BROUGHT TO THE ATTENTION OF NAT PILOTS WITH A VIEW TO ENSURING THAT EACH AIRCRAFT IS OPERATED AS CLOSE AS POSSIBLE TO ITS OPTIMUM FLIGHT LEVEL AND MACH NUMBER.

1. PILOTS SHOULD REQUEST A CHANGE OF FLIGHT LEVEL OR MACH NUMBER WHENEVER THIS WOULD IMPROVE THE OPERATING EFFICIENCY OF THE AIRCRAFT. REFUSALS, DUE TO OTHER TRAFFIC, SHOULD NOT DETER PILOTS FROM CONTINUING TO MAKE SUCH REQUESTS.
2. WHEN CIRCUMSTANCES RENDER THIS FEASIBLE, CONTROLLERS WILL ASK ANOTHER AIRCRAFT TO ACCEPT A HIGHER FLIGHT LEVEL OR CHANGE OF MACH NUMBER IN ORDER TO FACILITATE CLEARANCES FOR AIRCRAFT WHICH WOULD OTHERWISE EXPERIENCE A SIGNIFICANT PENALTY. IN AGREEING TO SUCH A REQUEST, PILOTS WILL CONTRIBUTE TO THE OVERALL ECONOMY IN FUEL USED.
3. WHERE POSSIBLE, PILOTS SHOULD GIVE ADVANCE WARNING OF A REQUEST; E.G., IF A WESTBOUND FLIGHT WISHES TO CLIMB AT 30' W, IT WILL ASSIST THE CONTROLLER IF THE REQUEST IS MADE WITH THE 20' W POSITION REPORT.

SPECIAL NOTICE - WEATHER REPORTING IN NORTH ATLANTIC

EFFECTIVE SEPTEMBER 1, 1983 AN INCREASED WEATHER REPORTING REQUIREMENT FOR TRANS-ATLANTIC FLIGHTS WILL BE INTRODUCED ON A TRIAL BASIS. THE PURPOSE OF THE TRIAL IS TO ESTABLISH THE PRACTICALITY OF IMPROVING THE ACCURACY OF METEOROLOGICAL FORECASTS BY MEANS OF ENHANCED AIRCRAFT REPORTS.

THE AIRCRAFT OBSERVATIONS AND REPORTS REQUIRED FOR THE TRIAL PERIOD ARE:

ALL AIRCRAFT FLYING IN THE GANDER OCEANIC, SHANWICK OCEANIC, NEW YORK OCEANIC, AND SANTA MARIA OCEANIC FLIGHT INFORMATION REGIONS BETWEEN NORTH AMERICA AND EUROPE, IN EITHER DIRECTION, SHALL MAKE, RECORD, AND REPORT ROUTINE METEOROLOGICAL OBSERVATIONS AT EACH DESIGNATED REPORTING POINT AND AT THE INTERMEDIATE MID-POINT BETWEEN SUCH REPORTING POINTS, EXCEPT THAT:

1.) THE MID-POINT OBSERVATION SHALL NOT BE THE SUBJECT OF A SPECIAL REPORT, BUT WILL BE RETAINED FOR TRANSMISSION AT THE NEXT DESIGNATED REPORTING POINT, AND

2.) AIRCRAFT CLEARED ON AN ORGANIZED TRACK SHALL BE REQUIRED TO MAKE, RECORD, AND REPORT ROUTINE OBSERVATIONS ONLY WHEN SO DESIGNATED AT THE TIME OF RECEIVING THEIR OCEANIC CLEARANCE.

THE FORMAT TO BE USED FOR REPORTING THE ADDITIONAL OBSERVATIONS SHALL BE BY REFERENCE TO THE LATITUDE (DEGREES AND MINUTES) AND LONGITUDE (DEGREES ONLY) OF THE INTERMEDIATE MID-POINT. EXAMPLE:

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POS TW 760 62N 040W   0815
F410 61N 030W 0848 60N 020W  NEXT MS56
220/55  6230N 045W  MS 60 270/80
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THE PERIOD OF THE TRIAL IS NOT FIXED. IN THE EVENT THAT PROBLEMS OF FREQUENCY CONGESTION, ETC., ARISE, THE TRIAL WOULD BE CURTAILED. ALTERNATELY, SUCCESSFUL OPERATION WILL ENABLE THE TRAIL PROCEDURES TO BE ADOPTED ON A PERMANENT BASIS.

SPECIAL NOTICE - NEW YORK VOLMET

NEW YORK VOLMET FREQUENCY 13270 KHZ BROADCASTS FROM 1 HOUR BEFORE SUNRISE TO 1 HOUR AFTER SUNSET. FREQUENCY 3485 KHZ BROADCASTS FROM 1 HOUR AFTER SUNSET TO 1 HOUR BEFORE SUNRISE. THE NEW YORK VOLMET CONTINUES ITS 24 HOUR-A-DAY BROADCAST ON FREQUENCIES 6604 KHZ AND 10051 KHZ. (FAA)

ATLANTIC AREA LORAN-C INFO: THE CURRENT OPERATIONAL STATUS OF ALL ATLANTIC AREA LORAN-C STATIONS IS AVAILABLE FROM THE FIVE COORDINATOR'S OF CHAIN OPERATIONS (COCO'S). THE COCO MONITORS THE DAY-TO-DAY OPERATIONS OF THE LORAN-C CHAIN AND PROVIDES INFORMATION WITH A RECORDED TELEPHONE ANNOUNCEMENT OR RESPONDS TO QUERIES DIRECTED TO THE COCO PERSONALLY. PERTINENT TELEPHONE NUMBERS FOLLOW:

A. COCO GREAT LAKES (8970) AND NORTHEAST (9960) CHAINS IS LOCATED AT LORAN STATION SENECA, N.Y. RECORDED ANNOUNCEMENT: (607) 869-5395. COCO: (607) 869-1334, FTS 957-5334.

B. COCO CANADIAN EASTCOAST (5930) AND LABRADOR SEA (7930) CHAINS IS LOCATED AT LORAN MONITOR STATION ST. ANTHONY NFLD CANADA. RECORDED ANNOUNCEMENT: (709) 454-3261. COCO: (709) 454-2392.

C. COCO SOUTHEAST (7980) CHAIN IS LOCATED AT LORAN STATION MALONE.

D. IF ADDITIONAL INFORMATION IS REQUIRED AFTER CONTACTING COCO'S, CONTACT THE CHAIN MANAGER AT GOVERNORS ISLAND, N.Y.: (212) 668-7880 OR FTS 664-7880.

E. SCHEDULED LORAN-C OFF-AIR TIMES ARE PUBLISHED BY NOTIFICATIONS OR ANNOUNCEMENTS IN LOCAL NOTICE TO MARINERS, CANADIAN COAST GRUAD NOTICES TO SHIPPING (NOTSHIP'S), AND ON THE PRERECORDED SERVICE FOR THE PERTINENT CHAIN. IN MANY CASES, SCHEDULED OUTAGES ARE PRECEEDED BY A COAST GUARD MARINE RADIO BROADCAST IN THE AREA WHERE THE COVERAGE WILL BE AFFECTED.

F. FOR BETTER SERVICE OF ANY REQUEST FOR OPERATIONS DATA (E.G., TO CHECK ON A SUSPECTED LORAN-C SYSTEM ABNORMALITY), PLEASE SUPPLY THE RATE AND DATE/TIME OF THE EVENT YOU WISH TO REPORT. THIS WILL ENABLE COORDINATOR OF CHAIN OPERATIONS TO QUICKLY CHECK THE RECORDS FOR THE PERIOD IN QUESTION AND GIVE A MORE EXACT ANSWER.

1. PACIFIC AREA LORAN-C INFO: INFORMATION CONCERNING CENTRAL PACIFIC (4990), CANADIAN WEST COAST (9940), NORTHWEST PACIFIC (9970), AND NORTH PACIFIC (9990) CHAINS MAY BE OBTAINED FROM THE REGIONAL MANAGER IN SAN FRANCISCO, CA AT (415) 437-3224.

2. EUROPEAN LORAN-C INFO: INFORMATIN CONCERNING THE ICELANDIC (9980), NORWEGIAN SEA (7970), AND THE MEDITERREANEAN SEA (7990) CHAINS MAY BE OBTAINED FROM THE CHAIN MANAGER AT U.S. COAST GUARD ACTIVITIES EUROPE, LONDON, UK AT 011-44-1-409-4758.

3. OMEGA: SUMMARY STATUS AND PROPAGATION ANOMALY NOTIFICATIONS ARE BROADCAST FROM WWV, FORT COLLINS, CO AT 16 MINUTES AFTER EACH HOUR. OTHER INFORMATION SOURCES ARE LISTED BELOW:

A. COAST GUARD ONSOD, WASHINGTON, D.C. (RECORDED ANNOUNCEMENT): (202) 245-0298 OR FTS 245-0298.

B. U.S. NAVAL OBSERVATORY (USNO) (AUTOMATED DATA SERVICE): (202) 653-1079 OR FTS 653-1079. FULL DUPLEX, EVEN PARITY 300 OR 1200 BAUD, ASCII.

C. IF ADDITIONAL INFORMATION IS REQUIRED, CONTACT THE OMEGA WATCHSTANDER AT ONSOD WASHINGTON, D.C.: (202) 243-0228 OR FTS 245-0228.

CARIBBEAN

SPECIAL NOTICE - CARIBBEAN

ROCK SOUND BAHAMAS RADIO BEACON (RSD) AND HAVANA CUBA RADIO BEACON (UHA) BOTH OPERATE ON FREQUENCY 348KHZ. BE ALERT FOR POSSIBLE INTERFERENCE. (FAA)

THE U.S. DEPARTMENT OF TRANSPORTATION WILL BE FLYING A LARGE WEATHER BALLOON OF 90 FEET IN LENGTH AT HEIGHTS UP TO 2500 FEET AT VARIOUS LOCATIONS IN THE CARIBBEAN, GULF OF MEXICO, AND FLORIDA WATERS. THIS BALLOON WILL BE TETHERED TO A SHIP; AIRMEN ARE ADVISED TO STAY CLEAR OF THE TETHER AS WELL AS THE BALLOON. THE BALLOON WILL USUALLY BE SEVERAL MILES AT SEA EXCEPT WHEN IT IS IN TRANSIT TO TEST SITES OR PULLING INTO DOCK, AT WHICH TIMES, THE BALLOON WILL BE FLOWN AT HEIGHTS FROM 150 TO 500 FEET. LOCAL CONTROL TOWERS WILL BE NOTIFIED BY THE COAST GUARD IN THE EVENT OF BALLOON FLIGHTS NEAR THEIR AIRPORTS. THE BALLOON AND TETHER WILL BE WELL MARKED BY STROBE LIGHTS AND FLAGS TO ASSURE VISIBILITY. (MIAMI FSS 6/29/84)

U.S. OVERLAND/OCEANIC NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. TEN MINUTES LONGITUDINAL SEPARATION MAY BE APPLIED BETWEEN TURBOJET AIRCRAFT TRANSITING ATS ROUTE B14 BETWEEN THE NEW YORK, MIAMI AND SAN JUAN OCEANIC CONTROL AREAS AND ALSO ON ATS ROUTES A25, A20 A21, AND A23 BETWEEN THE NEW YORK AND SAN JUAN OCEANIC CONTROL AREAS. THE USE OF 10 MINUTES LONGITUDINAL SEPARATION IS AUTHORIZED WITH ADHERENCE TO THE CRITERIA CONTAINED IN ATTACHMENT H TO ICAO DOC. 4444-RAC/501/10, PANSRAC, AND THE REGIONAL SUPPLEMENTARY PROCEDURES. SPECIFICALLY, 10 MINUTES LONGITUDINAL SEPARATION MAY BE USED BETWEEN TURBOJET AIRCRAFT FLYING AT THE SAME ALTITUDE/FLIGHT LEVEL PROVIDING THE FOLLOWING CONDITIONS ARE MET:

1. THE AIRCRAFT CONCERNED HAVE REPORTED OVER THE SAME ENTRY POINT INTO OCEANIC CONTROL AIRSPACE AND WILL FLY THE SAME TRACK OR CONTINUOUSLY DIVERGING TRACKS.

2. THE PRECEDING AIRCRAFT IS MAINTAINING A SPEED OF AT LEAST MACH 0.03 GREATER THAN THAT OF THE FOLLOWING AIRCRAFT. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: FLIGHTS IN OCEANIC AIRSPACE MUST BE CONDUCTED UNDER INSTRUMENT FLIGHT RULES (IFR) PROCEDURES WHEN OPERATING:

A. BETWEEN SUNSET AND SUNRISE;

B. AT OR ABOVE FLIGHT LEVEL (FL) 60 WHEN OPERATING WITHIN THE NEW YORK, OAKLAND, ANCHORAGE AND HONOLULU FLIGHT INFORMATION REGIONS (FIRS); OR

C. ABOVE FL 180 WHEN OPERATING WITHIN THE MIAMI AND HOUSTON FIRS AND IN THE SAN JUAN CONTROL AREA.

FLIGHTS BETWEEN THE EAST COAST OF THE U.S. AND BERMUDA OR CARIBBEAN TERMINALS AND TRANSVERSING THE NEW YORK FIR AT OR ABOVE 5,500 FT. MSL SHOULD BE ESPECIALLY AWARE OF THIS REQUIREMENT. (FAA)

SPECIAL NOTICE: IF THE PILOT OF AN AIRCRAFT OPERATING IN INTERNATIONAL AIRSPACE UNDER U.S. JURISDICTION AND EQUIPPED WITH A CODED RADAR BEACON TRANSPONDER EXPERIENCES A LOSS OF TWO-WAY RADIO CAPABILITY, HE SHOULD:

A. ADJUST HIS TRANSPONDER TO REPLY ON MODE A/3, CODE 7700 FOR A PERIOD OF 1 (ONE) MINUTE;

B. THEN CHANGE TO CODE 7600 AND REMAIN ON 7600 FOR A PERIOD OF 15 MINUTES OR THE REMAINDER OF THE FLIGHT WHICHEVER OCCURS FIRST;

C. REPEAT STEPS A. AND B., AS PRACTICABLE.

THE PILOT SHOULD UNDERSTAND THAT HE MAY NOT BE IN AN AREA OF RADAR COVERAGE. MANY RADAR FACILITIES ARE ALSO NOT PRESENTLY EQUIPPED TO AUTOMATICALLY DISPLAY CODE 7600 AND WILL INTERROGATE 7600 ONLY WHEN THE AIRCRAFT IS UNDER DIRECT RADAR CONTROL AT THE TIME OF RADIO FAILURE. HOWEVER, REPLYING ON 7700 FIRST INCREASES THE PROBABILITY OF EARLY DETECTION OF A RADIO FAILURE CONDITION. (FAA)

SPECIAL NOTICE--INSTRUCTIONS FOR USING FAA FORM 7233-4. INTERNATIONAL FLIGHT PLAN FORM: AMENDMENT 6 (APPLICABLE NOVEMBER 21, 1985) TO ICAO DOC 4444 SPECIFIES SEVERAL CHANGES IN ICAO INTERNATIONAL FLIGHT PLAN FORMAT. FAA WILL ACCEPT THE NEW ICAO FORMAT, EXCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS. THEREFORE, TO COMPLY AS CLOSELY AS POSSIBLE WITH AMENDMENT 6, THE FOLLOWING ADDITIONAL PROCEDURES WILL APPLY BEGINNING NOVEMBER 21 WHEN USING FAA FORM 7233-4:

1. FAA FORM 7233-4, ITEM 13 HAS A SPACE FOR FIR BOUNDARIES AND ESTIMATED TIMES. FAA REQUIRES FILED FIR BOUNDARIES AND ESTIMATED TIMES. HOWEVER, PUT THAT INFORMATION IN ITEM 18. OTHER INFORMATION, AS SPECIFIED IN ICAO FORMAT.

2. CONCERNING FAA FORM 7233-4, ITEM 15, THE U.S. AIR TRAFFIC SERVICE DOES NOT ACCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS.

3. IN ITEM 17, IN THE SECTION LABELED ETA, INSTEAD PUT TOTAL ESTIMATED ELAPSED TIME (TOTAL EET).

THE PRESENT SUPPLY OF FAA FORM 7233-4 WILL BE USED UNTIL EXHAUSTED AND REPLACED BY A NEW REVISED FAA INTERNATIONAL FLIGHT PLAN FORM.

ANCHORAGE CTA/FIR

SPECIAL NOTICE -- NAVIGATION WARNING: U.S. AIRCRAFT FLYING BETWEEN ALASKA AND JAPAN ARE CAUTIONED OF THE ABSOLUTE NECESSITY OF REMAINING OVER INTERNATIONAL WATERS AT ALL TIMES IN ORDER TO AVOID DANGEROUS CONSEQUENCES WHICH COULD RESULT FROM UNAUTHORIZED OVERFLIGHT OF SOVIET TERRITORY. RECOGNITION THAT MANY FLIGHT TRACKS ON THIS ROUTE PROVIDE MINIMUM SEPARATION FROM SOVIET AIRSPACE FURTHER EMPHASIZES THE NEED FOR ALL PILOTS TO USE ALL EXISTING NAVIGATIONAL CAPABILITY. THE FAA THEREFORE RECOMMENDS THAT ALL PILOTS FLYING BETWEEN ALASKA AND JAPAN TAKE UTMOST PRECAUTIONS TO AVOID FLYING OVER SOVIET TERRITORY. PILOTS AND OPERATORS OF SMALL AIRCRAFT PERFORMING BEAR HUNTING FLIGHTS OR OTHER TYPES OF FLIGHT IN THE BERING STRAIT AREA ARE ALSO URGED TO TAKE UTMOST PRECAUTION TO AVOID ANY OPERATION IN USSR AIRSPACE.(FAA)

SPECIAL NOTICE - TO CLARIFY ENROUTE COMMUNICATIONS PROCEDURES AND DOCUMENT THOSE NOW GENERALLY EMPLOYED IN SUPPORT OF FLIGHT OPERATIONS IN THE ANCHORAGE ARCTIC CTA/FIR BEYOND LINE OF SIGHT RANGE OF REMOTE CONTROL VHF AIR/GROUND FACILITIES OPERATED FROM THE ANCHORAGE ACC. FLIGHT CREWS OPERATING AIRCRAFT IN THAT AIRSPACE UNDER THOSE CIRCUMSTANCES ARE EXPECTED TO MAINTAIN COMMUNICATIONS WITH CAMBRIDGE BAY RADIO AND A LISTENING OR SELCAL WATCH ON HF FREQUENCIES OF NORTH ATLANTIC DELTA NAT D NETWORK, VIZ. 2971, 4675, 8891, 11279 KHZ. CAMBRIDGE BAY RADIO WILL ACCOMPLISH NECESSARY RELAY BETWEEN ENROUTE AIRCRAFT AND THE ANCHORAGE CENTER. ADDITIONALLY AND IN VIEW OF REPORTED MARGINAL RECEPTION OF HONOLULU PACIFIC VOLMET BROADCAST IN THAT AND ADJACENT CANADIAN AIRSPACE, CAMBRIDGE BAY RADIO CAN PROVIDE ANCHORAGE AND FAIRBANKS SURFACE OBSERVATIONS AND TERMINAL FORECASTS TO FLIGHT CREWS ON REQUEST. (FAA)

MIAMI CTA/FIR

MIAMI ARTCC: AIRCRAFT ON IFR FLIGHT PLANS ENTERING THE MIAMI CTA/FIR AT FL 240 AND ABOVE FROM THE HAVANA CTA/FIR ARE REQUESTED TO ESTABLISH COMMUNICATIONS WITH MIAMI CENTER AT LEAST 10 MINUTES PRIOR TO THE BOUNDARY ON THE FOLLOWING FREQUENCIES: B26, G448--132.2 VHF AND 306.9 UHF; A301, G437 AND RED 8--128.75 VHF AND 270.3 UHF. AIRCRAFT ON IFR FLIGHT PLAN ENTERING MIAMI CTA/FIR FROM PORT 'AU' PRINCE OR SANTO DOMINGO CTA/FIR CONTACT MIAMI ARTC CENTER ON 132.3/307.2 AT LEAST TEN (10) MINUTES PRIOR TO REACHING MIAMI CTA/FIR BOUNDARY FOR ATC CLEARANCE. (FAA)

SPECIAL NOTICE - MIAMI OCEANIC CTA. EFFECTIVE IMMEDIATELY, AIR TRAFFIC PROPOSING OPERATION IN THE MIAMI OCEANIC CTA EAST OF 80 DEGREES WEST AND SOUTH OF 30 DEGREES NORTH, AT AND ABOVE FL240 BETWEEN 1200Z AND 0000Z, SHOULD EXPECT ROUTING VIA ESTABLISHED AIRWAYS OR APPROVED PART 95 ROUTES.

ALSO, DURING THE SAME PERIOD, A555 BETWEEN ZBB NDB AND GT NDB, AT AND ABOVE FL240, WILL BE RESERVED FOR NORTHWEST BOUND TRAFFIC ONLY.

AIRCRAFT PROPOSING FLIGHT SOUTHEASTWARD ON THAT PORTION OF A555, AT OR ABOVE FL240, CAN EXPECT ROUTING VIA ZBV, BR55/BR4L ZQA, ZQA100R/100 MB FROM, UNTIL INTERCEPTING BR1L, BR1LGT.

THIS ROUTING WILL BE REFERRED TO AS THE MISAN ROUTE. DURING THE PERIOD 1200Z TO 0000Z, THAT PORTION OF BR1L COMPRISING THE MISAN ROUTE WILL BE RESERVED FOR SOUTHEAST BOUND TRAFFIC ONLY. (FAA 1/85)

SPECIAL NOTICE - MIAMI OCEANIC CTA MIAMI ARTCC IS UTILIZING A SECONDARY RADAR SYSTEM FROM AN ANTENNA LOCATED ON THE ISLAND OF GRAND TURK BRITISH WEST INDIES. IFR AIRCRAFT WITHIN 200 NAUTICAL MILES OF THE ANTENNA ABOVE FL240 CAN EXPECT RADAR SEPARATION FROM OTHER IFR AIRCRAFT. RADAR SEPARATION WILL BE UTILIZED BELOW FL240 FOR THOSE PARTICIPATING AIRCRAFT WITHIN THE ANTENNA COVERAGE. THERE IS NO PRIMARY RADAR DATA OR WEATHER INFORMATION AVAILABLE FROM THIS SYSTEM. SOME OVERLAP BETWEEN THIS ANTENNA AND THE PICO DEL ESTE, PUERTO RICO ANTENNA IS AVAILABLE AT AND ABOVE FL240. OVERLAPPING COVERAGE WEST OF GRAND TURK IS NOT YET AVAILABLE. SINCE RADAR SEPARATION IS DEPENDENT UPON THE RECEIPT OF A TRANSPONDER RETURN, ALL AIRCRAFT WITHIN THE 200 NM COVERAGE OF THE SYSTEM ARE REQUIRED TO UTILIZE TRANSPONDER CODES AS ASSIGNED BY ATC OR THE APPROPRIATE STRATUM CODE.

AIRCRAFT DEPARTING AND OVERFLYING THE SANTO DOMINGO AND PORT AU PRINCE FIRS CAN EXPECT ATC ASSIGNED CODES FROM THOSE AGENCIES. INITIAL CALL UP TO MIAMI CENTER PRIOR TO CROSSING THE CTA/FIR BOUNDARY WILL PERMIT EARLY RADAR IDENTIFICATION AND IS NECESSARY. RADAR FLIGHT FOLLOWING OF VFR AIRCRAFT WILL BE AVAILABLE ON A WORKLOAD PERMITTING BASIS. THE PRIMARY ATC FREQUENCY IS 132.3 AND 307.2. MIAMI CENTER IS COMMISSIONING A SECOND FREQUENCY PAIR 135.2 AND 327.0 FOR FUTURE USE. (FAA 92/85)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: THE ATTENTION OF PILOTS PLANNING FLIGHTS WITH THE NEW YORK OCEANIC FLIGHT INFORMATION REGION IS DIRECTED TO THE COMMUNICATION AND POSITION REPORTING REQUIREMENTS SPECIFIED IN THE FOLLOWING ICAO DOCUMENTS: ANNEX 2, PARAGRAPH 3.5.9; ANNEX 11, PARAGRAPH 6.1.2; PANS-RAC 4444, PART 11, PARAGRAPH 13, AND DOC 7030, PARAGRAPHS 4 AND 6. THE COMMUNICATIONS REQUIREMENTS FOR IFR FLIGHTS WITHIN THE NEW YORK OCEANIC CONTROL AREA ARE:

1. FUNCTIONING TWO-WAY RADIO COMMUNICATIONS EQUIPMENT CAPABLE OF COMMUNICATING WITH AT LEAST ONE APPROPRIATE GROUND STATION FROM ANY POINT ON THE ROUTE.

2. MAINTAIN A CONTINUOUS LISTENING WATCH ON THE APPROPRIATE RADIO FREQUENCY.

3. REPORT POSITIONS IN SPECIFIED CIRCUMSTANCES.

NOTE: HF COMMUNICATION IS REQUIRED FOR OCEANIC FLIGHT. THE ABILITY TO COMMUNICATE AT ANY POINT OF THE ROUTE IS NECESSARY FOR THE CONTROL PROCESS. INABILITY TO COMPLY IS IN VIOLATION OF THE REQUIREMENTS STATED ABOVE. NO VHF COMMUNICATIONS ARE AVAILABLE FOR POSITION REPORTING FOR FLIGHT THROUGH NEW YORK OCEANIC AIRSPACE. (FAA)

SPECIAL NOTICE--BERMUDA: THE NEW YORK AREA CONTROL CENTER HAS DELEGATED CONTROL AUTHORITY AND FLIGHT INFORMATION RESPONSIBILITY WITHIN A 180 NM RADIUS OF THE BERMUDA VOR AT FL 500 AND BELOW TO THE BERMUDA TERMINAL CONTROL AREA FACILITY (TCAF). THE BERMUDA TCAF USES POSITIVE RADAR CONTROL PROCEDURES WITHIN THE BERMUDA CONTROL AREA. CANCELLATION OF IFR FLIGHT AFTER ENTRY INTO THE CONTROL AREA IS NOT PERMITTED. ALL INBOUND TRANSPONDER EQUIPPED AIRCRAFT SHALL RESPOND ON MODE 3A, CODE 2100 UPON ENTRY INTO THE CONTROL AREA. NON-TRANSPONDER EQUIPPED AIRCRAFT OR AIRCRAFT WITH INOPERATIVE TRANSPONDER SHALL BE ASSIGNED SPECIFIC IFR FLIGHT LEVELS UPON ENTERING THE CONTROL AREA. ALL INTERNATIONAL FLIGHTS WHICH PLAN TO PENETRATE THE CONTROL AREA, MUST INCLUDE THE BERMUDA TCAF AS AN AFTN ADDRESSEE ON THE ICAO FILED FLIGHT PLAN. THE BERMUDA TCAF AFTN ADDRESS IS MXKFZQ. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: EFFECTIVE IMMEDIATELY ALL AIR CARRIERS, PRIVATE AND MILITARY USERS FLIGHT PLANNING TO OPERATE THROUGH THE NEW YORK OCEANIC CONTROL AREA SHALL, IN ACCORDANCE WITH ICAO DOCUMENT 7030, PARA 4.6, ADD NEW YORK OCEANIC CONTROL AS KZNYZQ AS AN ADDRESSEE. FOR THOSE FOLLOWING THIS PROCEDURE, PLEASE ENSURE THAT CORRECT CALL LETTERS ARE BEING USED. MANY FLIGHT PLANS ARE BEING DUPLICATED AND IN SOME CASES TRIPLICATED. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: SEE THE ENTRY FOR PANAMA IN THE SECTION TITLED FOREIGN NOTICES IN THIS PUBLICATION.

SAN JUAN CTA/FIR

SPECIAL NOTICE: ALL VFR AIRCRAFT ENTERING AND DEPARTING THE SAN JUAN FIR/CTA WILL PROVIDE SAN JUAN RADIO WITH AN ICAO FLIGHT PLAN. ALL AIRCRAFT MUST ESTABLISH 2 WAY COMMUNICATIONS WITH SAN JUAN ON 126.7, 122.2, 123.65 OR 255.4. COMMUNICATION CAN ALSO BE ESTABLISHED BY USING THE VOR FREQUENCY FOR RECEIVING AND TRANSMITTING ON 123.1 FOR BORINQUEN (BQN). MAYAGUEZ (MAZ), PONCE (PSE), ST. THOMAS (STT). THE ST. CROIX TRANSMITTING FREQUENCY TO USE IS 123.6. IF UNABLE TO CONTACT SAN JUAN RADIO THE PILOT IS RESPONSIBLE FOR NOTIFYING ADJACENT ATS UNITS AND REQUEST THAT A POSITION REPORT BE RELAYED TO SAN JUAN RADIO FOR SEARCH AND RESCUE PURPOSES AND FLIGHT FOLLOWING. THIS IS IN ACCORDANCE WITH ICAO DOC. 4444, PART II, PARA. 14.1.1, PARA. 14.1.4; PART VI, PARA. 1.2.1 AND PARA. 2.2.2. ANNEX 11, CHAPTER 6, PARA. 6.1.2.1, PARA. 5.1.1, PARA. 5.2.1, PARA. 5.2.2, PARA. 5.2.2.3, PARA. 5.3.2.4, PARA. 5.4.1. (FAA)

SPECIAL NOTICE--ALL IFR OR VFR AIRCRAFT LANDING AT PUERTO RICO INTERNATIONAL, ISLA GRANDE, HARRY S. TRUMAN, OR ALEXANDER HAMILTON AIRPORTS THAT REQUIRE CUSTOMS, CONTACT SAN JUAN IFSS ONE HOUR PRIOR TO LANDING AND REQUEST CUSTOMS BE ADVISED (ADCUS). ALSO INCLUDE ADCUS IN THE REMARKS SECTION OF THE FLIGHT PLAN. ADCUS SERVICE IS NOT AVAILABLE AT OTHER AIRPORTS IN THE SAN JUAN FIR. PILOTS ARE RESPONSIBLE FOR ADVISING CUSTOMS OF THEIR INTENDED ARRIVAL IN ACCORDANCE WITH PROCEDURES CONTAINED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL. (SAN JUAN IFSS 101200.)

HOUSTON CTA/FIR_MIAMI CTA/FIR_NEW YORK OCEANIC CONTROL

SPECIAL NOTICE: A LARGE SCALE METEOROLOGICAL STUDY WILL BE CONDUCTED FROM JANUARY 15 TO MARCH 15, 1986, IN THE OFFSHORE AIRSPACE ADJACENT TO THE UNITED STATES GULF AND EAST COASTS. THE PROJECT, KNOWN AS "GALE__GENESIS OF ATLANTIC LOW EXPERIMENT," WILL INVESTIGATE THE DEVELOPMENT OF EAST COAST STORMS WHICH PRESENT A SERIOUS FORECASTING PROBLEM. SOME 10 OR MORE AIRCRAFT WILL BE DEPLOYED TO FLY ROUTES AND FLIGHT PATTERNS WITHIN THE GALE PROJECT STUDY AREA. ACTIVITIES WILL INCLUDE DROPWINDSONDE RELEASES ALONG PREDETERMINED TRACKS IN THE UNITED STATES GULF AND ATLANTIC OFFSHORE AREAS BETWEEN 90 DEGREES WEST LONGITUDE AND 70 DEGREES WEST LONGITUDE. ALL DROPWINDSONDE RELEASES WILL OCCUR MORE THAN 60NM OFFSHORE. ACTUAL FLIGHT TIMES WILL DEPEND ON DEVELOPING STORM CONDITIONS. PILOTS OPERATING WITHIN THE GALE STUDY AREA MAY RECEIVE STATUS INFORMATION FROM THE APPROPRIATE ATC FACILITY. (FAA)

Flight Information Publication
International Notices to Airmen

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INTERNATIONAL NOTICES TO AIRMEN

US Department of Transportation
Federal Aviation Administration

TD4.11:

FOREWORD

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION IS A BI-WEEKLY PUBLICATION CONTAINING SIGNIFICANT INTERNATIONAL NOTAM INFORMATION AND SPECIAL NOTICES WHICH MAY AFFECT A PILOT'S DECISION TO ENTER OR USE CERTAIN AREAS OF FOREIGN OR INTERNATIONAL AIRSPACE. THIS PUBLICATION COMPLEMENTS AND EXPANDS DATA CARRIED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL, AVAILABLE UPON SEPARATE SUBSCRIPTION. **ALL PILOTS SHOULD REVIEW THE FOREIGN AIRSPACE AND ENTRY RESTRICTIONS PUBLISHED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL DURING THE FLIGHT PLANNING PROCESS. FOREIGN AIRSPACE PENETRATION WITHOUT OFFICIAL AUTHORIZATION CAN INVOLVE BOTH DANGER TO THE AIRCRAFT AND THE IMPOSITION OF SEVERE PENALTIES AND INCONVENIENCE TO BOTH PASSENGERS AND CREW. A FLIGHT PLAN ON FILE WITH ATC AUTHORITIES DOES NOT NECESSARILY CONSTITUTE THE PRIOR PERMISSION REQUIRED BY CERTAIN OTHER AUTHORITIES. THE POSSIBILITY OF FATAL CONSEQUENCES CANNOT BE IGNORED IN SOME AREAS OF THE WORLD.**

THE INFORMATION CONTAINED IS DERIVED FROM INTERNATIONAL NOTAMS AND OTHER APPROPRIATE SOURCES. INTERNATIONAL NOTAMS ARE OF TWO TYPES, CLASS ONE INTERNATIONAL NOTAMS AND CLASS TWO INTERNATIONAL NOTAMS. CLASS ONE NOTAMS ARE THOSE NOTAMS DISSEMINATED VIA TELECOMMUNICATIONS. THESE NOTAMS ARE MADE AVAILABLE VIA TELECOMMUNICATIONS TO THE U.S. FLYING PUBLIC THROUGH THE INTERNATIONAL NOTAM OFFICE IN WASHINGTON, D.C., VIA THE LOCAL FLIGHT SERVICE STATIONS. CLASS TWO NOTAMS ARE NOTAMS DISSEMINATED VIA POSTAL SERVICES AND ARE NOT READILY AVAILABLE TO THE U.S. FLYING PUBLIC. THIS PUBLICATION COVERS NOTAM AND OTHER TEMPORARY, HAZARDOUS CONDITIONS WHICH ARE NOT READILY AVAILABLE TO THE FLYING PUBLIC AND INCLUDES INFORMATION ON RECORD AS OF 1200Z ON THE DATE APPEARING ON THE COVER. FOR LATEST INFORMATION, CONSULT CLASS I NOTAMS ISSUED BY TELECOMMUNICATIONS AT ANY FAA FLIGHT SERVICE STATION. THE FOREIGN NOTICES INCLUDED, ARE TO THE MAXIMUM EXTENT POSSIBLE, CARRIED AS ISSUED. THE ABBREVIATIONS USED ARE, IN MOST ALL INSTANCES, THOSE ABBREVIATIONS LISTED IN ICAO DOCUMENT DOC 8400. INFORMATION INCLUDED WILL INDICATE THE SOURCE FOLLOWING THE ENTRY. THIS WILL ASSIST THE USER IN ESTABLISHING THE CURRENCY OF THE INFORMATION CONTAINED, SHOULD HE SO DESIRE, WITH THE ORIGINATOR OF THE INFORMATION (SEE THE INTERNATIONAL FLIGHT INFORMATION MANUAL FOR FOREIGN NOTAM OFFICE AREAS OF RESPONSIBILITY AND FOR A LISTING OF FOREIGN NOTAM OFFICES WITH WHICH THE U.S. INTERNATIONAL NOTAM OFFICE EXCHANGES INFORMATION). INFORMATION SOURCES WILL BE INDICATED AS I OR II FOR CLASS ONE AND CLASS TWO NOTAMS, FOLLOWED BY THE NOTAM NUMBER; AIP FOR AERONAUTICAL INFORMATION PUBLICATION CHANGES, FOLLOWED BY THE AIP CHANGE NUMBER; AIC FOR AERONAUTICAL INFORMATION CIRCULAR, FOLLOWED BY THE AIC NUMBER; DOS FOR DEPARTMENT OF STATE ADVISORIES; AND FAA FOR FEDERAL AVIATION ADMINISTRATION.

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION GIVES WORLD WIDE COVERAGE IN EACH ISSUE. COVERAGE FOR THE U.S. AND ITS EXTERNAL TERRITORIES IS LIMITED AND NORMALLY WILL NOT INCLUDE DATA AVAILABLE ON DOMESTIC NOTAM CIRCUITS OR PUBLISHED IN OTHER OFFICIAL SOURCES AVAILABLE TO THE USER.

EACH ISSUE OF THIS PUBLICATION IS COMPLETE IN ITSELF AS FAR AS DATA OF A TEMPORARY NATURE IS CONCERNED. TEMPORARY DATA IS REPEATED IN EACH ISSUE UNTIL THE CONDITION CEASES TO EXIST. PERMANENT DATA WILL BE CARRIED UNTIL IT IS SUFFICIENTLY PROMULGATED OR IS AVAILABLE IN OTHER PERMANENT SOURCES. THESE ITEMS WILL BE PREFIXED BY A SOLID DOT (•) WHEN THEY ARE TO BE REMOVED FROM FUTURE EDITIONS. THIS WILL AID THE USER IN THE IDENTIFICATION OF THOSE PERMANENT ITEMS WHICH HE, THE USER, MAY WISH TO RETAIN FOR HIS OWN RECORDS. NEW ITEMS TO THIS PUBLICATION ARE IDENTIFIED BY UNDERSCORING THE FIRST LINE OF THE NEW ENTRY.

IN CARRYING OUT ITS EXPRESSED PURPOSE OF PROVIDING A NOTICE TO AIRMEN SERVICE, THIS PUBLICATION INCLUDES DATA ISSUED BY FOREIGN GOVERNMENTS. IT SHOULD BE CLEARLY UNDERSTOOD THAT THE PUBLICATION OF SUCH DATA IN NO WAY CONSTITUTES A LEGAL RECOGNITION OF THE INTERNATIONAL VALIDITY OF SUCH DATA. THE SCOPE OF THIS PUBLICATION PRECLUDES ANY ATTEMPT TO TABULATE ALL NOTAM DATA. WHILE EVERY EFFORT IS MADE TO PUBLISH ALL PERTINENT DATA, THE FEDERAL AVIATION ADMINISTRATION CANNOT ASSUME ANY LIABILITY FOR FAILURE TO PUBLISH ANY PARTICULAR ITEM.

COMMUNICATIONS WITH THE EDITORS OF THIS PUBLICATION, INCLUDING NOTIFICATION OF ERRONEOUS OR OBSOLETE DATA, SHOULD BE DIRECTED TO THE FEDERAL AVIATION ADMINISTRATION, FLIGHT INFORMATION AND OBSTRUCTIONS BRANCH (ATO-210), 800 INDEPENDENCE AVE., SW, WASHINGTON, D.C. 20591 (TELEPHONE 202-426-8790, 0800-1700 MONDAY-FRIDAY; OTHER TIMES CALL 202-426-3390). SUBSCRIPTIONS FOR THIS PUBLICATION SHOULD **NOT** BE FORWARDED TO THE FEDERAL AVIATION ADMINISTRATION. THIS PUBLICATION IS SOLD BY THE SUPERINTENDENT OF DOCUMENTS, U.S. GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C. 20402. ALL QUERIES CONCERNING YOUR SUBSCRIPTION OR PRICES SHOULD BE DIRECTED ONLY TO THE SUPERINTENDENT OF DOCUMENTS.

FOREIGN NOTICES

CARIBBEAN

SPECIAL NOTICE: SEE SPECIAL NOTICE UNDER CARIBBEAN IN THE INTERNATIONAL OCEANIC AIRSPACE NOTICE.

CUBA

AIRCRAFT ARRIVING FROM OR DEPARTING FOR CUBA MUST LAND AT OR DEPART FROM FORT LAUDERDALE-HOLLYWOOD AIRPORT.

IRAN -- PERSIAN GULF

THE IRANIAN AIRSPACE IS CLOSED TO UNITED STATES AIRCRAFT. FLIGHT PLAN AND LATEST INFORMATION REGARDING AIRCRAFT THAT FLY IN THE PORTION OF TEHRAN FIR OVER THE PERSIAN GULF SHOULD BE MADE AVAILABLE TO TEHRAN ACC EITHER DIRECTLY OR THROUGH BAHRAIN ACC OR BANDAR ABBASS, BUSHER ATC. AIRCRAFT THAT FAIL TO DO SO SHOULD REFRAIN FROM FLYING OVER AND IN THE VICINITY OF ANY INSTALLATION BELONGING TO ISLAMIC REPUBLIC OF IRAN. AREA CONTROL SERVICE PROVIDED BY TEHRAN ACC ALONG ATS 21 AND OTHER ATS ROUTES OVER THE PERSIAN GULF IS REDUCED TO FLIGHT INFORMATION SERVICE UNTIL FURTHER NOTICE DUE TO TEMPORARY DEFICIENCIES IN VHF COMMUNICATIONS. COMMUNICATIONS ARE AVAILABLE ON HF FREQUENCIES 13336, 8847, 5680, 5603 AND 6624KHZ AND VHF FREQUENCIES 134.1 AND 118.1MHZ. TEHRAN ASSUMES NO RESPONSIBILITY FOR THE PORTIONS OF ATS ROUTES R21 AND B56 WHICH ARE OVER THE HIGH SEAS. FLIGHTS MAY BE SUBJECT TO VISUAL IDENTIFICATION BY MILITARY AIRCRAFT ACCORDING TO ICAO REGULATIONS. OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD BE AWARE THAT THE FAA IS NOT A DIRECT RECIPIENT OF IRANIAN NOTAMS AND THAT THE ABOVE INFORMATION MAY NOT BE COMPLETE AND CURRENT. PILOTS PLANNING TO OPERATE IN THE PERSIAN GULF AREA SHOULD VERIFY NOTAMS WITH A FACILITY RECEIVING CURRENT NOTAM INFORMATION. DUE TO THE TENSIONS AND HOSTILITIES IN THE PERSIAN GULF AREA IT IS RECOMMENDED THAT OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD CONTINUE TO FLIGHT PLAN SO AS NOT TO FLY OVER THE PERSIAN GULF EAST OF AIRWAY B-55 OR NORTH OF AIRWAY A-55. (FAA FDC 4/334)

U.S.NAVAL FORCES IN THE PERSIAN GULF, STRAIT OF HORMUZ, GULF OF OMAN AND ARABIAN SEA (NORTH OF 20 DEGREES NORTH) ARE TAKING ADDITIONAL DEFENSIVE PRECAUTIONS AGAINST TERRORIST THREATS. AIRCRAFT AT ALTITUDES LESS THAN 2000 FT. AGL WHICH ARE NOT CLEARED FOR APPROACH/DEPARTURE TO OR FROM A REGIONAL AIRPORT ARE REQUESTED TO AVOID APPROACHING CLOSER THAN 5 NM TO U.S.NAVAL FORCES.

IT IS ALSO REQUESTED THAT AIRCRAFT APPROACHING WITHIN 5 NM ESTABLISH AND MAINTAIN RADIO CONTACT WITH U.S.NAVAL FORCES ON 121.5 MHZ VHF OR 243.0 MHZ UHF. AIRCRAFT WHICH APPROACH WITHIN 5 NM AT ALTITUDES LESS THAT 2000 FT. AGL WHOSE INTENTIONS ARE UNCLEAR TO U.S.NAVAL FORCES MAY BE HELD AT RISK BY U.S. DEFENSIVE MEASURES. THIS IS A JOINT USCINCPAC AND USCINCCENT NOTAM AFFECTING OPERATIONS WITHIN THEIR RESPECTIVE AREA OF RESPONSIBILITY. (112119 KFDC)

LEBANON

DUE TO SAFETY IN AIR COMMERCE AND AIR TRANSPORTATION, AND THE PUBLIC INTEREST, ALL U.S. AIR CARRIERS (PART 121/135/125) ARE PROHIBITED FROM OPERATING INTO BEIRUT INTERNATIONAL AIRPORT. (FAA RWA 5/106)

NETHERLANDS ANTILLES

PRINSES BEATRIX AIRPORT - ARUBA: DUE TO FREQUENT VIOLATION OF ARTICLE 29 OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION AND OF OUR NATIONAL LAWS AND REGULATIONS ON THE SAME SUBJECT, AIRMEN ARE ADVISED THAT STRICT INSPECTION OF AIRCRAFT DOCUMENTS AND CREW MEMBER LICENSES WILL BE CARRIED OUT AND THAT FAILURE TO CARRY VALID DOCUMENTS AND CERTIFICATES MAY RESULT IN LEGAL PROSECUTION. (II 18/82)

NICARAGUA

ALL NATIONAL AND FOREIGN REGISTERED AIRCRAFT PROVIDING SCHEDULED OR NON-SCHEDULED COMMERCIAL SERVICE OR GENERAL AVIATION SERVICE NEEDING TO REFUEL AT THE AUGUSTO C. SANDINO INTERNATIONAL AIRPORT SHALL MAKE ARRANGEMENTS TO DO SO WITH THE AIRPORT ADMINISTRATION, WHICH IS THE ONLY AGENCY AUTHORIZED TO PROVIDE THIS SERVICE.(II A4/85)

PANAMA

SPECIAL NOTICE: EN ROUTE IFR FLIGHTS OPERATING WITHIN THE PANAMA CTA AND OUTSIDE THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ARE REQUIRED TO ESTABLISH AND MAINTAIN COMMUNICATIONS WITH PANAMA RADIO. IFR ACFT ENTERING THE PANAMA CTA SHALL MAKE A STANDARD POSITION REPORT AT THE CTA BOUNDARY TO PANAMA ARTCC THROUGH PANAMA RADIO. PRIMARY AND ALTERNATE FREQUENCIES: PRIMARY 6649 KHZ, ALTERNATE 2944 KHZ WHEN OPERATING SOUTH OF 09-00N/TBG. PRIMARY 6577 KHZ, ALTERNATE 8918 KHZ WHEN OPERATING NORTH OF 09-00N/TBG. ADDITIONAL FREQUENCIES AVAILABLE ARE 5520 KHZ, AND 11396 KHZ. U.S. MILITARY FLIGHTS AND CIVIL ACFT UNABLE TO ESTABLISH COMMUNICATIONS WITH PANAMA RADIO MAY UTILIZE ALBROOK AIRWAYS ON USB FREQUENCIES 5710 KHZ 0200-1200Z, 6683 KHZ 0000-1400Z, 8993/11176 KHZ 24 HOURS DAILY, 15015 KHZ 1200-0200Z, 18019 KHZ 1400-2400. WHEN OPERATING WITHIN THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ENROUTE IFR AIRCRAFT ARE REQUIRED TO MAINTAIN DIRECT PILOT/CONTROLLER COMMUNICATIONS UTILIZING 125.5 OR 352.0 MHZ, ALTERNATES 120.3 OR 317.7 MHZ. ALL AIRCRAFT OPERATING WITHIN THE PANAMA CTA/FIR EQUIPPED WITH FUNCTIONING TRANSPONDER SHOULD SET TRANSPONDERS TO REPLY ON THE FOLLOWING MODES/CODES IN ACCORDANCE WITH TYPE OF FLIGHT PLAN AND ALTITUDE STRATUM. IFR AIRCRAFT BELOW FLIGHT LEVEL 200 MODE A/3 CODE 1100. AT AND ABOVE FLIGHT LEVEL 200 MODE A/3 CODE 2100. VFR AIRCRAFT, MODE A/3 CODE 1200. OTHER TRANSPONDERS REPLIES WILL BE ASSIGNED BY PANAMA ACC AS NECESSARY. (FAA)

THAILAND

BANGKOK INTERNATIONAL AIRPORT - PEAK HOURS: DUE TO CRITICAL AIR TRAFFIC SATURATION AT BANGKOK INTERNATIONAL AIRPORT, WITH IMMEDIATE EFFECT, PEAK HOURS AT BANGKOK INTERNATIONAL AIRPORT ARE FROM 0200 TO 0530Z, 1000 TO 1300Z AND FROM 1500 TO 1700Z. ALL FOREIGN INTERNATIONAL NONSCHEDULED AIRCRAFT SHOULD AVOID TO LAND WITH TRAFFIC PURPOSE AT BANGKOK INTERNATIONAL AIRPORT DURING THE DECLARED PEAK HOURS. RESTRICTION DURING PEAK HOURS FROM 1500 TO 1700Z SHALL BE STRICTLY IMPOSED ON NONSCHEDULED B-747 TO LAND WITH ANY PURPOSES. (AIC 1/81)

ZAMBIA

LUSAKA FIR NON-SCHEDULED FLIGHTS: THE ZAMBIAN AIRSPACE IS NOW OPEN TO ALL NONSCHEDULED FLIGHTS EXCEPT WESTERN PROVINCE. THOSE OPERATORS WISHING TO OPERATE INTO OR OVERFLY WESTERN PROVINCE OF ZAMBIA MUST APPLY TO THE COMMANDER ZAMBIA NATIONAL DEFENSE FORCES GIVING 10 DAYS PRIOR NOTICE AND APPROVAL MUST BE RECEIVED BY THE APPLICANT BEFORE FLIGHT IS UNDERTAKEN.

THE APPLICATION MUST INCLUDE THE FOLLOWING:

A. PILOTS NAME;
B. OPERATORS NAME AND ADDRESS;
C. TYPE OF AIRCRAFT AND REGISTRATION;
D. ROUTE OR AREA OF OPERATION; AND
E. PURPOSE OF FLIGHT DATES, TIMINGS, ETC.

ALL APPLICATIONS ARE DIRECTED TO THE COMMANDER Z.N.D. FORCES. (II 5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

CANARY ISLANDS

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, BECAUSE OF INCIDENTS IN THE WESTERN SAHARA REGION ON JANUARY 21 AND FEBRUARY 21, 1985, RESULTING IN AIRCRAFT DOWNINGS WHICH WERE MOST LIKELY CAUSED BY SURFACE TO AIR MISSLE FIRINGS, IT IS STRONGLY RECOMMENDED THAT FLIGHTS MAINTAIN A MINIMUM ALTITUDE OF 20,000 FEET IN THAT AREA OF THE CARARYS FLIGHT INFORMATION REGION (FIR) OVER THE LAND MASS OF THE WESTERN SAHARA SOUTH OF 26 DEGREES NORTH LATITUDE AND FOR A DISTANCE OF FIVE NAUTICAL MILES OUT TO SEA PARALLEL TO THE SAHANAR COAST. FOR FLIGHTS OPERATING TO OR FROM DAKHLA (EX VILLA CISNEROS) - 20 DEGREES, FIFTY-FOUR MINUTES NORTH LATITUDE; 17 DEGREES 4 MINUTES WEST LONGITUDE, RECOMMEND ALL DESCENTS BE MADE FROM SEAWARD AND CLIMB TO SEAWARD UNTIL PASSING 20,000 FEET OR UNTIL PASSING MORE THAN FIVE NAUTICAL MILES FROM THE COAST. (DOS 086863 3/85)

CHAD

ALL CHADIAN AIRSPACE NORTH OF A LINE RUNNING FROM ABECHE (13-49N 20-49E) TO MASSAKORY (13-00N 15-44E) AND EXTENDING TO BOTH CHAD'S EASTERN AND WESTERN BORDERS ARE RESTRICTED. THE FOLLOWING SECTIONS OF INTERNATIONAL AIRWAYS NO LONGER ARE APPROVED FOR USE: ROUTE UA 607/A 607 FROM BAGAR TO BOLBE, ROUTE UA 403/A 403 FROM SEMOK TO DEPOS, AND ROUTE UG 655 FROM GARIN TO KOLBA. THERE ARE NO RESTRICTIONS ON FLIGHT ACTIVITY SOUTH OF THE ABECHE-MASSAKORY LINE.

COLOMBIA

THE GOVERNMENT OF COLOMBIA HAS A RESTRICTED AIR TRAFFIC ZONE OVER MOST OF THE SANTA MARTA MOUNTAINS, ALL OF THE STATE OF GUAJIRA, AND ALL TERRITORIAL WATERS NORTH OF THESE AREAS (12NM FROM THE COAST LINE). THE ZONE EXTENDS TO AN ALTITUDE OF 7,000 FEET, EXCEPT OVER THE MOUNTAINS, WHERE IT EXTENDS TO 20,000 FEET. PILOTS FORCED TO ENTER THIS REGION SHOULD NOTIFY COLOMBIAN CIVIL AVIATION AUTHORITIES IN ADVANCE AND BE PREPARED TO PROPERLY IDENTIFY THEMSELVES, THEIR AIRCRAFT, AND BE ABLE TO JUSTIFY A FORCED LANDING. IT IS MANDATORY THAT ANY PILOT TRANSITTING THIS AREA HAVE PERMISSION AND FLIGHT PLAN ON FILE AT LEAST 24 HOURS IN ADVANCE OF ENTERING COLOMBIAN AIRSPACE. (DOS 5/83)

NICARAGUA

THE GOVERNMENT OF NICARAGUA IS TIGHTENING ITS REGULATIONS REGARDING COMMERCIAL, PRIVATE AND MILITARY FLIGHTS INTO THEIR COUNTRY. PILOTS PLANNING FLIGHTS TO NICARAGUA SHOULD ASSURE THAT ENTRY, OVERFLIGHT AND LANDING AUTHORIZATION HAVE BEEN OBTAINED FROM THE APPROPRIATE AVIATION AUTHORITY PRIOR TO DEPARTURE AND THAT WHEN OPERATING WITHIN THEIR AIRSPACE STRICTLY COMPLY WITH THOSE REGULATIONS RELATING TO THE FLIGHT AND MANEUVER OF THE AIRCRAFT. (DOS 6/81)

THE GOVERNMENT OF NICARAGUA HAS IMPOSED A 10 MILE WIDE CORRIDOR. AIRWAY B4 HAS BEEN COMBINED WITH A1 AND RUNS APOPA-ANAPO-ARLEN (1159N-8659W)-MGA. ARIEN IS AT A BEARING OF 246 DEGREES FROM MANAGUA. AIR TRAFFIC ENTERING OR EXITING COSTA RICA VIA NICARAGUA MUST FLY OVER LOS CHILES IN NORTHERNMOST COSTA RICA. THE CORRIDOR IS CONNECTED TO MANAGUA. (DOS 5/23/84)

PANAMA

THE PANAMANIA DIRECTORATE OF CIVIL AVIATION (DAC) HAS CHANGED THE LANDING REQUIREMENTS FOR GENERAL AVIATION AIRCRAFT LANDING IN PANAMA. DUE TO DRUG TRAFFICKERS WHO MAY BE USING PANAMA TO FERRY ILLEGAL DRUGS TO THE UNITED STATES, PRIOR PERMISSION MUST BE OBTAINED FOR ALL PRIVATE AIRCRAFT LANDING IN PANAMA. (DOS 7/85)

WEST INDIES - ASSOCIATED STATES

TURKS AND CAICOS ISLANDS: CHARTER, COMMERCIAL AND FREIGHT AIRCRAFT REQUIRE 24 HOURS PRIOR PERMISSION TO LAND. ADDRESS TO: TELEX: 8227, CHIEFMIN TO. (FAA)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

GENERAL

COORDINATED UNIVERSAL TIME (UTC)

INTERNATIONAL DATE/TIME GROUP CHANGE. EFFECTIVE 0001 UTC DECEMBER 19, 1985, THE UNITED STATES WILL ADOPT PROVISIONS CONTAINED IN ICAO AERONAUTICAL INFORMATION SERVICES (AIS) ANNEX 15 AMENDMENT 25 PERTAINING TO DATE/TIME GROUPS ON ALL INTERNATIONAL CLASS I NOTAM(S).

EXAMPLE:

PRESENTLY.........B) 13021900 C) 15022300

13 = DAY 02 = MONTH 19 = HOUR 00 = MINUTES

WILL BE CHANGED TO READ.......B) 02131900 C) 02152300

02 = MONTH 13 = DAY 19 = HOUR 00 = MINUTES

(A0056/85 KFDC)

NORTH ATLANTIC

POSITION REPORTING PROCEDURE

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION:

1. THE FOLLOWING REVISED POSITION REPORTING PROCEDURE REQUIRING THE INCLUSION OF AN ADDITIONAL ITEM (ITEM H) IN THE POSITION REPORT, WILL BE IMPLEMENTED ON A TRIAL BASIS BY GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK OACS, IN ORDER TO PROVIDE FOR EARLIEST POSSIBLE DETECTION OF MISUNDERSTANDINGS REGARDING THE ROUTE TO BE FOLLOWED BY AIRCRAFT IN THE NAT REGION AND ADJACENT TRANSITION AREAS.

2. EFFECTIVE 0900 GMT ON 20 NOVEMBER 1979, AIRCRAFT ENTERING, OPERATING WITHIN, OR LEAVING THE OCEANIC CONTROL AREAS OF GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK WILL TRANSMIT THE FOLLOWING ELEMENTS OF INFORMATION IN POSITION REPORTS TO THE APPROPRIATE OCEANIC CONTROL CENTRE:

   A. THE WORD "POSITION";
   B. AIRCRAFT IDENTIFICATION;
   C. PRESENT POSITION;
   D. TIME OVER PRESENT POSITION (HOURS AND MINUTES);
   E. PRESENT FLIGHT LEVEL;
   F. ESTIMATED POSITION ON ASSIGNED ROUTE;
   G. TIME FOR ESTIMATED POSITION (HOURS AND MINUTES);
   H. NEXT POSITION ON ASSIGNED ROUTE;
   I. ANY FURTHER INFORMATION, D.C., AIREP DATA OR COMPANY MESSAGE.

SPOKEN EXAMPLE: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

WRITTEN EXAMPLE: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: IN VIEW OF THE CURRENT ENERGY SITUATION, THE FOLLOWING POINTS ARE BROUGHT TO THE ATTENTION OF NAT PILOTS WITH A VIEW TO ENSURING THAT EACH AIRCRAFT IS OPERATED AS CLOSE AS POSSIBLE TO ITS OPTIMUM FLIGHT LEVEL AND MACH NUMBER.

1. PILOTS SHOULD REQUEST A CHANGE OF FLIGHT LEVEL OR MACH NUMBER WHENEVER THIS WOULD IMPROVE THE OPERATING EFFICIENCY OF THE AIRCRAFT. REFUSALS, DUE TO OTHER TRAFFIC, SHOULD NOT DETER PILOTS FROM CONTINUING TO MAKE SUCH REQUESTS.

2. WHEN CIRCUMSTANCES RENDER THIS FEASIBLE, CONTROLLERS WILL ASK ANOTHER AIRCRAFT TO ACCEPT A HIGHER FLIGHT LEVEL OR CHANGE OF MACH NUMBER IN ORDER TO FACILITATE CLEARANCES FOR AIRCRAFT WHICH WOULD OTHERWISE EXPERIENCE A SIGNIFICANT PENALTY. IN AGREEING TO SUCH A REQUEST, PILOTS WILL CONTRIBUTE TO THE OVERALL ECONOMY IN FUEL USED.

3. WHERE POSSIBLE, PILOTS SHOULD GIVE ADVANCE WARNING OF A REQUEST; E.G., IF A WESTBOUND FLIGHT WISHES TO CLIMB AT 30° W, IT WILL ASSIST THE CONTROLLER IF THE REQUEST IS MADE WITH THE 20° W POSITION REPORT.

SPECIAL NOTICE - WEATHER REPORTING IN NORTH ATLANTIC

EFFECTIVE SEPTEMBER 1, 1983 AN INCREASED WEATHER REPORTING REQUIREMENT FOR TRANS-ATLANTIC FLIGHTS WILL BE INTRODUCED ON A TRIAL BASIS. THE PURPOSE OF THE TRIAL IS TO ESTABLISH THE PRACTICALITY OF IMPROVING THE ACCURACY OF METEOROLOGICAL FORECASTS BY MEANS OF ENHANCED AIRCRAFT REPORTS.

THE AIRCRAFT OBSERVATIONS AND REPORTS REQUIRED FOR THE TRIAL PERIOD ARE:
ALL AIRCRAFT FLYING IN THE GANDER OCEANIC, SHANWICK OCEANIC, NEW YORK OCEANIC, AND SANTA MARIA OCEANIC FLIGHT INFORMATION REGIONS BETWEEN NORTH AMERICA AND EUROPE, IN EITHER DIRECTION, SHALL MAKE, RECORD, AND REPORT ROUTINE METEOROLOGICAL OBSERVATIONS AT EACH DESIGNATED REPORTING POINT AND AT THE INTERMEDIATE MID-POINT BETWEEN SUCH REPORTING POINTS, EXCEPT THAT:

1.) THE MID-POINT OBSERVATION SHALL NOT BE THE SUBJECT OF A SPECIAL REPORT, BUT WILL BE RETAINED FOR TRANSMISSION AT THE NEXT DESIGNATED REPORTING POINT, AND
2.) AIRCRAFT CLEARED ON AN ORGANIZED TRACK SHALL BE REQUIRED TO MAKE, RECORD, AND REPORT ROUTINE OBSERVATIONS ONLY WHEN SO DESIGNATED AT THE TIME OF RECEIVING THEIR OCEANIC CLEARANCE.

THE FORMAT TO BE USED FOR REPORTING THE ADDITIONAL OBSERVATIONS SHALL BE BY REFERENCE TO THE LATITUDE (DEGREES AND MINUTES) AND LONGITUDE (DEGREES ONLY) OF THE INTERMEDIATE MID-POINT. EXAMPLE:

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POS TW 760 62N 040W  0815
F410 61N 030W 0848 60N 020W  NEXT MS56
220/55  6230N 045W  MS 60 270/80
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THE PERIOD OF THE TRIAL IS NOT FIXED. IN THE EVENT THAT PROBLEMS OF FREQUENCY CONGESTION, ETC., ARISE, THE TRIAL WOULD BE CURTAILED. ALTERNATELY, SUCCESSFUL OPERATION WILL ENABLE THE TRAIL PROCEDURES TO BE ADOPTED ON A PERMANENT BASIS.

SPECIAL NOTICE - NEW YORK VOLMET

NEW YORK VOLMET FREQUENCY 13270 KHZ BROADCASTS FROM 1 HOUR BEFORE SUNRISE TO 1 HOUR AFTER SUNSET. FREQUENCY 3485 KHZ BROADCASTS FROM 1 HOUR AFTER SUNSET TO 1 HOUR BEFORE SUNRISE. THE NEW YORK VOLMET CONTINUES ITS 24 HOUR-A-DAY BROADCAST ON FREQUENCIES 6604 KHZ AND 10051 KHZ. (FAA)

ATLANTIC AREA LORAN-C INFO: THE CURRENT OPERATIONAL STATUS OF ALL ATLANTIC AREA LORAN-C STATIONS IS AVAILABLE FROM THE FIVE COORDINATOR'S OF CHAIN OPERATIONS (COCO'S). THE COCO MONITORS THE DAY-TO-DAY OPERATIONS OF THE LORAN-C CHAIN AND PROVIDES INFORMATION WITH A RECORDED TELEPHONE ANNOUNCEMENT OR RESPONDS TO QUERIES DIRECTED TO THE COCO PERSONALLY. PERTINENT TELEPHONE NUMBERS FOLLOW:

A. COCO GREAT LAKES (8970) AND NORTHEAST (9960) CHAINS IS LOCATED AT LORAN STATION SENECA, N.Y. RECORDED ANNOUNCEMENT: (607) 869-5395. COCO: (607) 869-1334, FTS 957-5334.

B. COCO CANADIAN EASTCOAST (5930) AND LABRADOR SEA (7930) CHAINS IS LOCATED AT LORAN MONITOR STATION ST. ANTHONY NFLD CANADA. RECORDED ANNOUNCEMENT: (709) 454-3261. COCO: (709) 454-2392.

C. COCO SOUTHEAST (7980) CHAIN IS LOCATED AT LORAN STATION MALONE.

D. IF ADDITIONAL INFORMATION IS REQUIRED AFTER CONTACTING COCO'S, CONTACT THE CHAIN MANAGER AT GOVERNORS ISLAND, N.Y.: (212) 668-7880 OR FTS 664-7880.

E. SCHEDULED LORAN-C OFF-AIR TIMES ARE PUBLISHED BY NOTIFICATIONS OR ANNOUNCEMENTS IN LOCAL NOTICE TO MARINERS, CANADIAN COAST GRUAD NOTICES TO SHIPPING (NOTSHIP'S), AND ON THE PRERECORDED SERVICE FOR THE PERTINENT CHAIN. IN MANY CASES, SCHEDULED OUTAGES ARE PRECEEDED BY A COAST GUARD MARINE RADIO BROADCAST IN THE AREA WHERE THE COVERAGE WILL BE AFFECTED.

F. FOR BETTER SERVICE OF ANY REQUEST FOR OPERATIONS DATA (E.G., TO CHECK ON A SUSPECTED LORAN-C SYSTEM ABNORMALITY), PLEASE SUPPLY THE RATE AND DATE/TIME OF THE EVENT YOU WISH TO REPORT. THIS WILL ENABLE COORDINATOR OF CHAIN OPERATIONS TO QUICKLY CHECK THE RECORDS FOR THE PERIOD IN QUESTION AND GIVE A MORE EXACT ANSWER.

1. PACIFIC AREA LURAN-C INFO: INFORMATION CONCERNING CENTRAL PACIFIC (4990), CANADIAN WEST COAST (9940), NORTHWEST PACIFIC (9970), AND NORTH PACIFIC (9990) CHAINS MAY BE OBTAINED FROM THE REGIONAL MANAGER IN SAN FRANCISCO, CA AT (415) 437-3224.

2. EUROPEAN LORAN-C INFO: INFORMATIN CONCERNING THE ICELANDIC (9980), NORWEGIAN SEA (7970), AND THE MEDITERREANEAN SEA (7990) CHAINS MAY BE OBTAINED FROM THE CHAIN MANAGER AT U.S. COAST GUARD ACTIVITIES EUROPE, LONDON, UK AT 011-44-1-409-4758.

3. OMEGA: SUMMARY STATUS AND PROPAGATION ANOMALY NOTIFICATIONS ARE BROADCAST FROM WWV, FORT COLLINS, CO AT 16 MINUTES AFTER EACH HOUR. OTHER INFORMATION SOURCES ARE LISTED BELOW:

A. COAST GUARD ONSOD, WASHINGTON, D.C. (RECORDED ANNOUNCEMENT): (202) 245-0298 OR FTS 245-0298.

B. U.S. NAVAL OBSERVATORY (USNO) (AUTOMATED DATA SERVICE): (202) 653-1079 OR FTS 653-1079. FULL DUPLEX, EVEN PARITY 300 OR 1200 BAUD, ASCII.

C. IF ADDITIONAL INFORMATION IS REQUIRED, CONTACT THE OMEGA WATCHSTANDER AT ONSOD WASHINGTON, D.C.: (202) 243-0228 OR FTS 245-0228.

CARIBBEAN

SPECIAL NOTICE - CARIBBEAN

ROCK SOUND BAHAMAS RADIO BEACON (RSD) AND HAVANA CUBA RADIO BEACON (UHA) BOTH OPERATE ON FREQUENCY 348KHZ. BE ALERT FOR POSSIBLE INTERFERENCE. (FAA)

THE U.S. DEPARTMENT OF TRANSPORTATION WILL BE FLYING A LARGE WEATHER BALLOON OF 90 FEET IN LENGTH AT HEIGHTS UP TO 2500 FEET AT VARIOUS LOCATIONS IN THE CARIBBEAN, GULF OF MEXICO, AND FLORIDA WATERS. THIS BALLOON WILL BE TETHERED TO A SHIP; AIRMEN ARE ADVISED TO STAY CLEAR OF THE TETHER AS WELL AS THE BALLOON. THE BALLOON WILL USUALLY BE SEVERAL MILES AT SEA EXCEPT WHEN IT IS IN TRANSIT TO TEST SITES OR PULLING INTO DOCK, AT WHICH TIMES, THE BALLOON WILL BE FLOWN AT HEIGHTS FROM 150 TO 500 FEET. LOCAL CONTROL TOWERS WILL BE NOTIFIED BY THE COAST GUARD IN THE EVENT OF BALLOON FLIGHTS NEAR THEIR AIRPORTS. THE BALLOON AND TETHER WILL BE WELL MARKED BY STROBE LIGHTS AND FLAGS TO ASSURE VISIBILITY. (MIAMI FSS 6/29/84)

U.S. OVERLAND/OCEANIC NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. TEN MINUTES LONGITUDINAL SEPARATION MAY BE APPLIED BETWEEN TURBOJET AIRCRAFT TRANSITING ATS ROUTE B14 BETWEEN THE NEW YORK, MIAMI AND SAN JUAN OCEANIC CONTROL AREAS AND ALSO ON ATS ROUTES A25, A20 A21, AND A23 BETWEEN THE NEW YORK AND SAN JUAN OCEANIC CONTROL AREAS. THE USE OF 10 MINUTES LONGITUDINAL SEPARATION IS AUTHORIZED WITH ADHERENCE TO THE CRITERIA CONTAINED IN ATTACHMENT H TO ICAO DOC. 4444-RAC/501/10, PANSRAC, AND THE REGIONAL SUPPLEMENTARY PROCEDURES. SPECIFICALLY, 10 MINUTES LONGITUDINAL SEPARATION MAY BE USED BETWEEN TURBOJET AIRCRAFT FLYING AT THE SAME ALTITUDE/FLIGHT LEVEL PROVIDING THE FOLLOWING CONDITIONS ARE MET:

1. THE AIRCRAFT CONCERNED HAVE REPORTED OVER THE SAME ENTRY POINT INTO OCEANIC CONTROL AIRSPACE AND WILL FLY THE SAME TRACK OR CONTINUOUSLY DIVERGING TRACKS.

2. THE PRECEDING AIRCRAFT IS MAINTAINING A SPEED OF AT LEAST MACH 0.03 GREATER THAN THAT OF THE FOLLOWING AIRCRAFT. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: FLIGHTS IN OCEANIC AIRSPACE MUST BE CONDUCTED UNDER INSTRUMENT FLIGHT RULES (IFR) PROCEDURES WHEN OPERATING:

A. BETWEEN SUNSET AND SUNRISE;

B. AT OR ABOVE FLIGHT LEVEL (FL) 60 WHEN OPERATING WITHIN THE NEW YORK, OAKLAND, ANCHORAGE AND HONOLULU FLIGHT INFORMATION REGIONS (FIRS); OR

C. ABOVE FL 180 WHEN OPERATING WITHIN THE MIAMI AND HOUSTON FIRS AND IN THE SAN JUAN CONTROL AREA.

FLIGHTS BETWEEN THE EAST COAST OF THE U.S. AND BERMUDA OR CARIBBEAN TERMINALS AND TRANSVERSING THE NEW YORK FIR AT OR ABOVE 5,500 FT. MSL SHOULD BE ESPECIALLY AWARE OF THIS REQUIREMENT. (FAA)

SPECIAL NOTICE: IF THE PILOT OF AN AIRCRAFT OPERATING IN INTERNATIONAL AIRSPACE UNDER U.S. JURISDICTION AND EQUIPPED WITH A CODED RADAR BEACON TRANSPONDER EXPERIENCES A LOSS OF TWO-WAY RADIO CAPABILITY, HE SHOULD:

A. ADJUST HIS TRANSPONDER TO REPLY ON MODE A/3, CODE 7700 FOR A PERIOD OF 1 (ONE) MINUTE;

B. THEN CHANGE TO CODE 7600 AND REMAIN ON 7600 FOR A PERIOD OF 15 MINUTES OR THE REMAINDER OF THE FLIGHT WHICHEVER OCCURS FIRST;

C. REPEAT STEPS A. AND B., AS PRACTICABLE.

THE PILOT SHOULD UNDERSTAND THAT HE MAY NOT BE IN AN AREA OF RADAR COVERAGE. MANY RADAR FACILITIES ARE ALSO NOT PRESENTLY EQUIPPED TO AUTOMATICALLY DISPLAY CODE 7600 AND WILL INTERROGATE 7600 ONLY WHEN THE AIRCRAFT IS UNDER DIRECT RADAR CONTROL AT THE TIME OF RADIO FAILURE. HOWEVER, REPLYING ON 7700 FIRST INCREASES THE PROBABILITY OF EARLY DETECTION OF A RADIO FAILURE CONDITION. (FAA)

SPECIAL NOTICE--INSTRUCTIONS FOR USING FAA FORM 7233-4. INTERNATIONAL FLIGHT PLAN FORM: AMENDMENT 6 (APPLICABLE NOVEMBER 21, 1985) TO ICAO DOC 4444 SPECIFIES SEVERAL CHANGES IN ICAO INTERNATIONAL FLIGHT PLAN FORMAT. FAA WILL ACCEPT THE NEW ICAO FORMAT, EXCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS. THEREFORE, TO COMPLY AS CLOSELY AS POSSIBLE WITH AMENDMENT 6, THE FOLLOWING ADDITIONAL PROCEDURES WILL APPLY BEGINNING NOVEMBER 21 WHEN USING FAA FORM 7233-4:

1. FAA FORM 7233-4, ITEM 13 HAS A SPACE FOR FIR BOUNDARIES AND ESTIMATED TIMES. FAA REQUIRES FILED FIR BOUNDARIES AND ESTIMATED TIMES. HOWEVER, PUT THAT INFORMATION IN ITEM 18. OTHER INFORMATION, AS SPECIFIED IN ICAO FORMAT.

2. CONCERNING FAA FORM 7233-4, ITEM 15, THE U.S. AIR TRAFFIC SERVICE DOES NOT ACCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS.

3. IN ITEM 17, IN THE SECTION LABELED ETA, INSTEAD PUT TOTAL ESTIMATED ELAPSED TIME (TOTAL EET).

THE PRESENT SUPPLY OF FAA FORM 7233-4 WILL BE USED UNTIL EXHAUSTED AND REPLACED BY A NEW REVISED FAA INTERNATIONAL FLIGHT PLAN FORM.

ANCHORAGE CTA/FIR

SPECIAL NOTICE -- NAVIGATION WARNING: U.S. AIRCRAFT FLYING BETWEEN ALASKA AND JAPAN ARE CAUTIONED OF THE ABSOLUTE NECESSITY OF REMAINING OVER INTERNATIONAL WATERS AT ALL TIMES IN ORDER TO AVOID DANGEROUS CONSEQUENCES WHICH COULD RESULT FROM UNAUTHORIZED OVERFLIGHT OF SOVIET TERRITORY. RECOGNITION THAT MANY FLIGHT TRACKS ON THIS ROUTE PROVIDE MINIMUM SEPARATION FROM SOVIET AIRSPACE FURTHER EMPHASIZES THE NEED FOR ALL PILOTS TO USE ALL EXISTING NAVIGATIONAL CAPABILITY. THE FAA THEREFORE RECOMMENDS THAT ALL PILOTS FLYING BETWEEN ALASKA AND JAPAN TAKE UTMOST PRECAUTIONS TO AVOID FLYING OVER SOVIET TERRITORY. PILOTS AND OPERATORS OF SMALL AIRCRAFT PERFORMING BEAR HUNTING FLIGHTS OR OTHER TYPES OF FLIGHT IN THE BERING STRAIT AREA ARE ALSO URGED TO TAKE UTMOST PRECAUTION TO AVOID ANY OPERATION IN USSR AIRSPACE.(FAA)

SPECIAL NOTICE - TO CLARIFY ENROUTE COMMUNICATIONS PROCEDURES AND DOCUMENT THOSE NOW GENERALLY EMPLOYED IN SUPPORT OF FLIGHT OPERATIONS IN THE ANCHORAGE ARCTIC CTA/FIR BEYOND LINE OF SIGHT RANGE OF REMOTE CONTROL VHF AIR/GROUND FACILITIES OPERATED FROM THE ANCHORAGE ACC. FLIGHT CREWS OPERATING AIRCRAFT IN THAT AIRSPACE UNDER THOSE CIRCUMSTANCES ARE EXPECTED TO MAINTAIN COMMUNICATIONS WITH CAMBRIDGE BAY RADIO AND A LISTENING OR SELCAL WATCH ON HF FREQUENCIES OF NORTH ATLANTIC DELTA NAT D NETWORK, VIZ. 2971, 4675, 8891, 11279 KHZ. CAMBRIDGE BAY RADIO WILL ACCOMPLISH NECESSARY RELAY BETWEEN ENROUTE AIRCRAFT AND THE ANCHORAGE CENTER. ADDITIONALLY AND IN VIEW OF REPORTED MARGINAL RECEPTION OF HONOLULU PACIFIC VOLMET BROADCAST IN THAT AND ADJACENT CANADIAN AIRSPACE, CAMBRIDGE BAY RADIO CAN PROVIDE ANCHORAGE AND FAIRBANKS SURFACE OBSERVATIONS AND TERMINAL FORECASTS TO FLIGHT CREWS ON REQUEST. (FAA)

MIAMI CTA/FIR

MIAMI ARTCC: AIRCRAFT ON IFR FLIGHT PLANS ENTERING THE MIAMI CTA/FIR AT FL 240 AND ABOVE FROM THE HAVANA CTA/FIR ARE REQUESTED TO ESTABLISH COMMUNICATIONS WITH MIAMI CENTER AT LEAST 10 MINUTES PRIOR TO THE BOUNDARY ON THE FOLLOWING FREQUENCIES: B646, G448--132.2 VHF AND 306.9 UHF; A301, G437 AND R628--128.75 VHF AND 270.3 UHF. AIRCRAFT ON IFR FLIGHT PLAN ENTERING MIAMI CTA/FIR FROM PORT 'AU' PRINCE OR SANTO DOMINGO CTA/FIR CONTACT MIAMI ARTC CENTER ON 132.3/307.2 AT LEAST TEN (10) MINUTES PRIOR TO REACHING MIAMI CTA/FIR BOUNDARY FOR ATC CLEARANCE. (FAA)

SPECIAL NOTICE - MIAMI OCEANIC CTA. EFFECTIVE IMMEDIATELY, AIR TRAFFIC PROPOSING OPERATION IN THE MIAMI OCEANIC CTA EAST OF 80 DEGREES WEST AND SOUTH OF 30 DEGREES NORTH, AT AND ABOVE FL240 BETWEEN 1200Z AND 0000Z, SHOULD EXPECT ROUTING VIA ESTABLISHED AIRWAYS OR APPROVED PART 95 ROUTES.

ALSO, DURING THE SAME PERIOD, A555 BETWEEN ZBB NDB AND GT NDB, AT AND ABOVE FL240, WILL BE RESERVED FOR NORTHWEST BOUND TRAFFIC ONLY.

AIRCRAFT PROPOSING FLIGHT SOUTHEASTWARD ON THAT PORTION OF A555, AT OR ABOVE FL240, CAN EXPECT ROUTING VIA ZBV, BR55V, COBBL, BR1L GT.

THIS ROUTING WILL BE REFERRED TO AS THE MISAN ROUTE. DURING THE PERIOD 1200Z TO 0000Z, THAT PORTION OF BR1L COMPRISING THE MISAN ROUTE WILL BE RESERVED FOR SOUTHEAST BOUND TRAFFIC ONLY. (FAA 1/85)

SPECIAL NOTICE - MIAMI OCEANIC CTA MIAMI ARTCC IS UTILIZING A SECONDARY RADAR SYSTEM FROM AN ANTENNA LOCATED ON THE ISLAND OF GRAND TURK BRITISH WEST INDIES. IFR AIRCRAFT WITHIN 200 NAUTICAL MILES OF THE ANTENNA ABOVE FL240 CAN EXPECT RADAR SEPARATION FROM OTHER IFR AIRCRAFT. RADAR SEPARATION WILL BE UTILIZED BELOW FL240 FOR THOSE PARTICIPATING AIRCRAFT WITHIN THE ANTENNA COVERAGE. THERE IS NO PRIMARY RADAR DATA OR WEATHER INFORMATION AVAILABLE FROM THIS SYSTEM. SOME OVERLAP BETWEEN THIS ANTENNA AND THE PICO DEL ESTE, PUERTO RICO ANTENNA IS AVAILABLE AT AND ABOVE FL240. OVERLAPPING COVERAGE WEST OF GRAND TURK IS NOT YET AVAILABLE. SINCE RADAR SEPARATION IS DEPENDENT UPON THE RECEIPT OF A TRANSPONDER RETURN, ALL AIRCRAFT WITHIN THE 200 NM COVERAGE OF THE SYSTEM ARE REQUIRED TO UTILIZE TRANSPONDER CODES AS ASSIGNED BY ATC OR THE APPROPRIATE STRATUM CODE.

AIRCRAFT DEPARTING AND OVERFLYING THE SANTO DOMINGO AND PORT AU PRINCE FIRS CAN EXPECT ATC ASSIGNED CODES FROM THOSE AGENCIES. INITIAL CALL UP TO MIAMI CENTER PRIOR TO CROSSING THE CTA/FIR BOUNDARY WILL PERMIT EARLY RADAR IDENTIFICATION AND IS NECESSARY. RADAR FLIGHT FOLLOWING OF VFR AIRCRAFT WILL BE AVAILABLE ON A WORKLOAD PERMITTING BASIS. THE PRIMARY ATC FREQUENCY IS 132.3 AND 307.2. MIAMI CENTER IS COMMISSIONING A SECOND FREQUENCY PAIR 135.2 AND 327.0 FOR FUTURE USE. (FAA 92/85)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: THE ATTENTION OF PILOTS PLANNING FLIGHTS WITH THE NEW YORK OCEANIC FLIGHT INFORMATION REGION IS DIRECTED TO THE COMMUNICATION AND POSITION REPORTING REQUIREMENTS SPECIFIED IN THE FOLLOWING ICAO DOCUMENTS: ANNEX 2, PARAGRAPH 3.5.9; ANNEX 11, PARAGRAPH 6.1.2; PANS-RAC 4444, PART 11, PARAGRAPH 13, AND DOC 7030, PARAGRAPHS 4 AND 6. THE COMMUNICATIONS REQUIREMENTS FOR IFR FLIGHTS WITHIN THE NEW YORK OCEANIC CONTROL AREA ARE:

1. FUNCTIONING TWO-WAY RADIO COMMUNICATIONS EQUIPMENT CAPABLE OF COMMUNICATING WITH AT LEAST ONE APPROPRIATE GROUND STATION FROM ANY POINT ON THE ROUTE.
2. MAINTAIN A CONTINUOUS LISTENING WATCH ON THE APPROPRIATE RADIO FREQUENCY.
3. REPORT POSITIONS IN SPECIFIED CIRCUMSTANCES.

NOTE: HF COMMUNICATION IS REQUIRED FOR OCEANIC FLIGHT. THE ABILITY TO COMMUNICATE AT ANY POINT OF THE ROUTE IS NECESSARY FOR THE CONTROL PROCESS. INABILITY TO COMPLY IS IN VIOLATION OF THE REQUIREMENTS STATED ABOVE. NO VHF COMMUNICATIONS ARE AVAILABLE FOR POSITION REPORTING FOR FLIGHT THROUGH NEW YORK OCEANIC AIRSPACE. (FAA)

SPECIAL NOTICE--BERMUDA: THE NEW YORK AREA CONTROL CENTER HAS DELEGATED CONTROL AUTHORITY AND FLIGHT INFORMATION RESPONSIBILITY WITHIN A 180 NM RADIUS OF THE BERMUDA VOR AT FL 800 AND BELOW TO THE BERMUDA TERMINAL CONTROL AREA FACILITY (TCAF). THE BERMUDA TCAF USES POSITIVE RADAR CONTROL PROCEDURES WITHIN THE BERMUDA CONTROL AREA. CANCELLATION OF IFR FLIGHT AFTER ENTRY INTO THE CONTROL AREA IS NOT PERMITTED. ALL INBOUND TRANSPONDER EQUIPPED AIRCRAFT SHALL RESPOND ON MODE 3A, CODE 2100 UPON ENTRY INTO THE CONTROL AREA. NON-TRANSPONDER EQUIPPED AIRCRAFT OR AIRCRAFT WITH INOPERATIVE TRANSPONDER SHALL BE ASSIGNED SPECIFIC IFR FLIGHT LEVELS UPON ENTERING THE CONTROL AREA. ALL INTERNATIONAL FLIGHTS WHICH PLAN TO PENETRATE THE CONTROL AREA, MUST INCLUDE THE BERMUDA TCAF AS AN AFTN ADDRESSEE ON THE ICAO FILED FLIGHT PLAN. THE BERMUDA TCAF AFTN ADDRESS IS MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: EFFECTIVE IMMEDIATELY ALL AIR CARRIERS, PRIVATE AND MILITARY USERS FLIGHT PLANNING TO OPERATE THROUGH THE NEW YORK OCEANIC CONTROL AREA SHALL, IN ACCORDANCE WITH ICAO DOCUMENT 7030, PARA 4.6, ADD NEW YORK OCEANIC CONTROL AS KZNYZQ AS AN ADDRESSEE. FOR THOSE FOLLOWING THIS PROCEDURE, PLEASE ENSURE THAT CORRECT CALL LETTERS ARE BEING USED. MANY FLIGHT PLANS ARE BEING DUPLICATED AND IN SOME CASES TRIPLICATED. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: SEE THE ENTRY FOR PANAMA IN THE SECTION TITLED FOREIGN NOTICES IN THIS PUBLICATION.

SAN JUAN CTA/FIR

SPECIAL NOTICE: ALL VFR AIRCRAFT ENTERING AND DEPARTING THE SAN JUAN FIR/CTA WILL PROVIDE SAN JUAN RADIO WITH AN ICAO FLIGHT PLAN. ALL AIRCRAFT MUST ESTABLISH 2 WAY COMMUNICATIONS WITH SAN JUAN ON 126.7, 122.2, 123.65 OR 255.4. COMMUNICATION CAN ALSO BE ESTABLISHED BY USING THE VOR FREQUENCY FOR RECEIVING AND TRANSMITTING ON 122.1 FOR BORINQUEN (BQN), MAYAGUEZ (MAZ), PONCE (PSE), ST. THOMAS (STT). THE ST. CROIX TRANSMITTING FREQUENCY TO USE IS 123.6. IF UNABLE TO CONTACT SAN JUAN RADIO THE PILOT IS RESPONSIBLE FOR NOTIFYING ADJACENT ATS UNITS AND REQUEST THAT A POSITION REPORT BE RELAYED TO SAN JUAN RADIO FOR SEARCH AND RESCUE PURPOSES AND FLIGHT FOLLOWING. THIS IS IN ACCORDANCE WITH ICAO DOC. 4444, PART II, PARA. 14.1.1, PARA. 14.1.4; PART VI, PARA. 1.2.1 AND PARA. 2.2.2, ANNEX 11, CHAPTER 6, PARA. 6.1.2.1, PARA. 5.1.1, PARA. 5.2.1, PARA. 5.2.2, PARA. 5.2.2.3, PARA. 5.3.2.4, PARA. 5.4.1. (FAA)

SPECIAL NOTICE--ALL IFR OR VFR AIRCRAFT LANDING AT PUERTO RICO INTERNATIONAL, ISLA GRANDE, HARRY S. TRUMAN, OR ALEXANDER HAMILTON AIRPORTS THAT REQUIRE CUSTOMS, CONTACT SAN JUAN IFSS ONE HOUR PRIOR TO LANDING AND REQUEST CUSTOMS BE ADVISED (ADCUS). ALSO INCLUDE ADCUS IN THE REMARKS SECTION OF THE FLIGHT PLAN. ADCUS SERVICE IS NOT AVAILABLE AT OTHER AIRPORTS IN THE SAN JUAN FIR. PILOTS ARE RESPONSIBLE FOR ADVISING CUSTOMS OF THEIR INTENDED ARRIVAL IN ACCORDANCE WITH PROCEDURES CONTAINED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL. (SAN JUAN IFSS 101200.)

HOUSTON CTA/FIR_MIAMI CTA/FIR_NEW YORK OCEANIC CONTRO

SPECIAL NOTICE: A LARGE SCALE METEOROLOGICAL STUDY WILL BE CONDUCTED FROM JANUARY 15 TO MARCH 15, 1986, IN THE OFFSHORE AIRSPACE ADJACENT TO THE UNITED STATES GULF AND EAST COASTS. THE PROJECT, KNOWN AS "GALE__GENESIS OF ATLANTIC LOW EXPERIMENT," WILL INVESTIGATE THE DEVELOPMENT OF EAST COAST STORMS WHICH PRESENT A SERIOUS FORECASTING PROBLEM. SOME 10 OR MORE AIRCRAFT WILL BE DEPLOYED TO FLY ROUTES AND FLIGHT PATTERNS WITHIN THE GALE PROJECT STUDY AREA. ACTIVITIES WILL INCLUDE DROPWINDSONDE RELEASES ALONG PREDETERMINED TRACKS IN THE UNITED STATES GULF AND ATLANTIC OFFSHORE AREAS BETWEEN 90 DEGREES WEST LONGITUDE AND 70 DEGREES WEST LONGITUDE. ALL DROPWINDSONDE RELEASES WILL OCCUR MORE THAN 60NM OFFSHORE. ACTUAL FLIGHT TIMES WILL DEPEND ON DEVELOPING STORM CONDITIONS. PILOTS OPERATING WITHIN THE GALE STUDY AREA MAY RECEIVE STATUS INFORMATION FROM THE APPROPRIATE ATC FACILITY. (FAA)

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To Flying
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Flight Information Publication

International Notices to Airmen

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INTERNATIONAL NOTICES TO AIRMEN

U.S. Department of Transportation
Federal Aviation Administration

TD 4.11:

FOREWORD

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION IS A BI-WEEKLY PUBLICATION CONTAINING SIGNIFICANT INTERNATIONAL NOTAM INFORMATION AND SPECIAL NOTICES WHICH MAY AFFECT A PILOT'S DECISION TO ENTER OR USE CERTAIN AREAS OF FOREIGN OR INTERNATIONAL AIRSPACE. THIS PUBLICATION COMPLEMENTS AND EXPANDS DATA CARRIED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL, AVAILABLE UPON SEPARATE SUBSCRIPTION. ALL PILOTS SHOULD REVIEW THE FOREIGN AIRSPACE AND ENTRY RESTRICTIONS PUBLISHED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL DURING THE FLIGHT PLANNING PROCESS. FOREIGN AIRSPACE PENETRATION WITHOUT OFFICIAL AUTHORIZATION CAN INVOLVE BOTH DANGER TO THE AIRCRAFT AND THE IMPOSITION OF SEVERE PENALTIES AND INCONVENIENCE TO BOTH PASSENGERS AND CREW. A FLIGHT PLAN ON FILE WITH ATC AUTHORITIES DOES NOT NECESSARILY CONSTITUTE THE PRIOR PERMISSION REQUIRED BY CERTAIN OTHER AUTHORITIES. THE POSSIBILITY OF FATAL CONSEQUENCES CANNOT BE IGNORED IN SOME AREAS OF THE WORLD.

THE INFORMATION CONTAINED IS DERIVED FROM INTERNATIONAL NOTAMS AND OTHER APPROPRIATE SOURCES. INTERNATIONAL NOTAMS ARE OF TWO TYPES, CLASS ONE INTERNATIONAL NOTAMS AND CLASS TWO INTERNATIONAL NOTAMS. CLASS ONE NOTAMS ARE THOSE NOTAMS DISSEMINATED VIA TELECOMMUNICATIONS. THESE NOTAMS ARE MADE AVAILABLE VIA TELECOMMUNICATIONS TO THE U.S. FLYING PUBLIC THROUGH THE INTERNATIONAL NOTAM OFFICE IN WASHINGTON, D.C., VIA THE LOCAL FLIGHT SERVICE STATIONS. CLASS TWO NOTAMS ARE NOTAMS DISSEMINATED VIA POSTAL SERVICES AND ARE NOT READILY AVAILABLE TO THE U.S. FLYING PUBLIC. THIS PUBLICATION COVERS NOTAM AND OTHER TEMPORARY, HAZARDOUS CONDITIONS WHICH ARE NOT READILY AVAILABLE TO THE FLYING PUBLIC AND INCLUDES INFORMATION ON RECORD AS OF 1200Z ON THE DATE APPEARING ON THE COVER. FOR LATEST INFORMATION, CONSULT CLASS I NOTAMS ISSUED BY TELECOMMUNICATIONS AT ANY FAA FLIGHT SERVICE STATION. THE FOREIGN NOTICES INCLUDED, ARE TO THE MAXIMUM EXTENT POSSIBLE, CARRIED AS ISSUED. THE ABBREVIATIONS USED ARE, IN MOST ALL INSTANCES, THOSE ABBREVIATIONS LISTED IN ICAO DOCUMENT DOC 8400. INFORMATION INCLUDED WILL INDICATE THE SOURCE FOLLOWING THE ENTRY. THIS WILL ASSIST THE USER IN ESTABLISHING THE CURRENCY OF THE INFORMATION CONTAINED, SHOULD HE SO DESIRE, WITH THE ORIGINATOR OF THE INFORMATION (SEE THE INTERNATIONAL FLIGHT INFORMATION MANUAL FOR FOREIGN NOTAM OFFICE AREAS OF RESPONSIBILITY AND FOR A LISTING OF FOREIGN NOTAM OFFICES WITH WHICH THE U.S. INTERNATIONAL NOTAM OFFICE EXCHANGES INFORMATION). INFORMATION SOURCES WILL BE INDICATED AS I OR II FOR CLASS ONE AND CLASS TWO NOTAMS, FOLLOWED BY THE NOTAM NUMBER; AIP FOR AERONAUTICAL INFORMATION PUBLICATION CHANGES, FOLLOWED BY THE AIP CHANGE NUMBER; AIC FOR AERONAUTICAL INFORMATION CIRCULAR, FOLLOWED BY THE AIC NUMBER; DOS FOR DEPARTMENT OF STATE ADVISORIES; AND FAA FOR FEDERAL AVIATION ADMINISTRATION.

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION GIVES WORLD WIDE COVERAGE IN EACH ISSUE. COVERAGE FOR THE U.S. AND ITS EXTERNAL TERRITORIES IS LIMITED AND NORMALLY WILL NOT INCLUDE DATA AVAILABLE ON DOMESTIC NOTAM CIRCUITS OR PUBLISHED IN OTHER OFFICIAL SOURCES AVAILABLE TO THE USER.

EACH ISSUE OF THIS PUBLICATION IS COMPLETE IN ITSELF AS FAR AS DATA OF A TEMPORARY NATURE IS CONCERNED. TEMPORARY DATA IS REPEATED IN EACH ISSUE UNTIL THE CONDITION CEASES TO EXIST. PERMANENT DATA WILL BE CARRIED UNTIL IT IS SUFFICIENTLY PROMULGATED OR IS AVAILABLE IN OTHER PERMANENT SOURCES. THESE ITEMS WILL BE PREFIXED BY A SOLID DOT (•) WHEN THEY ARE TO BE REMOVED FROM FUTURE EDITIONS. THIS WILL AID THE USER IN THE IDENTIFICATION OF THOSE PERMANENT ITEMS WHICH HE, THE USER, MAY WISH TO RETAIN FOR HIS OWN RECORDS. NEW ITEMS TO THIS PUBLICATION ARE IDENTIFIED BY UNDERSCORING THE FIRST LINE OF THE NEW ENTRY.

IN CARRYING OUT ITS EXPRESSED PURPOSE OF PROVIDING A NOTICE TO AIRMEN SERVICE, THIS PUBLICATION INCLUDES DATA ISSUED BY FOREIGN GOVERNMENTS. IT SHOULD BE CLEARLY UNDERSTOOD THAT THE PUBLICATION OF SUCH DATA IN NO WAY CONSTITUTES A LEGAL RECOGNITION OF THE INTERNATIONAL VALIDITY OF SUCH DATA. THE SCOPE OF THIS PUBLICATION PRECLUDES ANY ATTEMPT TO TABULATE ALL NOTAM DATA. WHILE EVERY EFFORT IS MADE TO PUBLISH ALL PERTINENT DATA, THE FEDERAL AVIATION ADMINISTRATION CANNOT ASSUME ANY LIABILITY FOR FAILURE TO PUBLISH ANY PARTICULAR ITEM.

COMMUNICATIONS WITH THE EDITORS OF THIS PUBLICATION, INCLUDING NOTIFICATION OF ERRONEOUS OR OBSOLETE DATA, SHOULD BE DIRECTED TO THE FEDERAL AVIATION ADMINISTRATION, FLIGHT INFORMATION AND OBSTRUCTIONS BRANCH (ATO-210), 800 INDEPENDENCE AVE., SW, WASHINGTON, D.C. 20591 (TELEPHONE 202-426-8790, 0800-1700 MONDAY-FRIDAY; OTHER TIMES CALL 202-426-3380). SUBSCRIPTIONS FOR THIS PUBLICATION SHOULD NOT BE FORWARDED TO THE FEDERAL AVIATION ADMINISTRATION. THIS PUBLICATION IS SOLD BY THE SUPERINTENDENT OF DOCUMENTS, U.S. GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C. 20402. ALL QUERIES CONCERNING YOUR SUBSCRIPTION OR PRICES SHOULD BE DIRECTED ONLY TO THE SUPERINTENDENT OF DOCUMENTS.

FOREIGN NOTICES

CARIBBEAN

SPECIAL NOTICE: SEE SPECIAL NOTICE UNDER CARIBBEAN IN THE INTERNATIONAL OCEANIC AIRSPACE NOTICE.

CUBA

AIRCRAFT ARRIVING FROM OR DEPARTING FOR CUBA MUST LAND AT OR DEPART FROM FORT LAUDERDALE-HOLLYWOOD AIRPORT.

IRAN -- PERSIAN GULF

THE IRANIAN AIRSPACE IS CLOSED TO UNITED STATES AIRCRAFT. FLIGHT PLAN AND LATEST INFORMATION REGARDING AIRCRAFT THAT FLY IN THE PORTION OF TEHRAN FIR OVER THE PERSIAN GULF SHOULD BE MADE AVAILABLE TO TEHRAN ACC EITHER DIRECTLY OR THROUGH BAHRAIN ACC OR BANDAR ABBASS, BUSHER ATC. AIRCRAFT THAT FAIL TO DO SO SHOULD REFRAIN FROM FLYING OVER AND IN THE VICINITY OF ANY INSTALLATION BELONGING TO ISLAMIC REPUBLIC OF IRAN. AREA CONTROL SERVICE PROVIDED BY TEHRAN ACC ALONG ATS 21 AND OTHER ATS ROUTES OVER THE PERSIAN GULF IS REDUCED TO FLIGHT INFORMATION SERVICE UNTIL FURTHER NOTICE DUE TO TEMPORARY DEFICIENCIES IN VHF COMMUNICATIONS. COMMUNICATIONS ARE AVAILABLE ON HF FREQUENCIES 13336, 8847, 5680, 5603 AND 6624KHZ AND VHF FREQUENCIES 134.1 AND 118.1MHZ. TEHRAN ASSUMES NO RESPONSIBILITY FOR THE PORTIONS OF ATS ROUTES R21 AND B56 WHICH ARE OVER THE HIGH SEAS. FLIGHTS MAY BE SUBJECT TO VISUAL IDENTIFICATION BY MILITARY AIRCRAFT ACCORDING TO ICAO REGULATIONS. OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD BE AWARE THAT THE FAA IS NOT A DIRECT RECIPIENT OF IRANIAN NOTAMS AND THAT THE ABOVE INFORMATION MAY NOT BE COMPLETE AND CURRENT. PILOTS PLANNING TO OPERATE IN THE PERSIAN GULF AREA SHOULD VERIFY NOTAMS WITH A FACILITY RECEIVING CURRENT NOTAM INFORMATION. DUE TO THE TENSIONS AND HOSTILITIES IN THE PERSIAN GULF AREA IT IS RECOMMENDED THAT OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD CONTINUE TO FLIGHT PLAN SO AS NOT TO FLY OVER THE PERSIAN GULF EAST OF AIRWAY B-55 OR NORTH OF AIRWAY A-55..(FAA FDC 4/334)

U.S.NAVAL FORCES IN THE PERSIAN GULF, STRAIT OF HORMUZ, GULF OF OMAN AND ARABIAN SEA (NORTH OF 20 DEGREES NORTH) ARE TAKING ADDITIONAL DEFENSIVE PRECAUTIONS AGAINST TERRORIST THREATS. AIRCRAFT AT ALTITUDES LESS THAN 2000 FT. AGL WHICH ARE NOT CLEARED FOR APPROACH/DEPARTURE TO OR FROM A REGIONAL AIRPORT ARE REQUESTED TO AVOID APPROACHING CLOSER THAN 5 NM TO U.S.NAVAL FORCES.

IT IS ALSO REQUESTED THAT AIRCRAFT APPROACHING WITHIN 5 NM ESTABLISH AND MAINTAIN RADIO CONTACT WITH U.S.NAVAL FORCES ON 121.5 MHZ VHF OR 243.0 MHZ UHF. AIRCRAFT WHICH APPROACH WITHIN 5 NM AT ALTITUDES LESS THAT 2000 FT. AGL WHOSE INTENTIONS ARE UNCLEAR TO U.S.NAVAL FORCES MAY BE HELD AT RISK BY U.S. DEFENSIVE MEASURES. THIS IS A JOINT USCINCPAC AND USCINCCENT NOTAM AFFECTING OPERATIONS WITHIN THEIR RESPECTIVE AREA OF RESPONSIBILITY. (112119 KFDC)

LEBANON

DUE TO SAFETY IN AIR COMMERCE AND AIR TRANSPORTATION, AND THE PUBLIC INTEREST, ALL U.S. AIR CARRIERS (PART 121/135/125) ARE PROHIBITED FROM OPERATING INTO BEIRUT INTERNATIONAL AIRPORT. (FAA RWA 5/106)

NETHERLANDS ANTILLES

PRINSES BEATRIX AIRPORT - ARUBA: DUE TO FREQUENT VIOLATION OF ARTICLE 29 OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION AND OF OUR NATIONAL LAWS AND REGULATIONS ON THE SAME SUBJECT, AIRMEN ARE ADVISED THAT STRICT INSPECTION OF AIRCRAFT DOCUMENTS AND CREW MEMBER LICENSES WILL BE CARRIED OUT AND THAT FAILURE TO CARRY VALID DOCUMENTS AND CERTIFICATES MAY RESULT IN LEGAL PROSECUTION. (II 18/82)

NICARAGUA

ALL NATIONAL AND FOREIGN REGISTERED AIRCRAFT PROVIDING SCHEDULED OR NON-SCHEDULED COMMERCIAL SERVICE OR GENERAL AVIATION SERVICE NEEDING TO REFUEL AT THE AUGUSTO C. SANDINO INTERNATIONAL AIRPORT SHALL MAKE ARRANGEMENTS TO DO SO WITH THE AIRPORT ADMINISTRATION, WHICH IS THE ONLY AGENCY AUTHORIZED TO PROVIDE THIS SERVICE.(II A4/85)

PANAMA

SPECIAL NOTICE: EN ROUTE IFR FLIGHTS OPERATING WITHIN THE PANAMA CTA AND OUTSIDE THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ARE REQUIRED TO ESTABLISH AND MAINTAIN COMMUNICATIONS WITH PANAMA RADIO. IFR ACFT ENTERING THE PANAMA CTA SHALL MAKE A STANDARD POSITION REPORT AT THE CTA BOUNDARY TO PANAMA ARTCC THROUGH PANAMA RADIO. PRIMARY AND ALTERNATE FREQUENCIES: PRIMARY 6649 KHZ, ALTERNATE 2944 KHZ WHEN OPERATING SOUTH OF 09-00N/TBG. PRIMARY 6577 KHZ, ALTERNATE 8918 KHZ WHEN OPERATING NORTH OF 09-00N/TBG. ADDITIONAL FREQUENCIES AVAILABLE ARE 5520 KHZ, AND 11396 KHZ. U.S. MILITARY FLIGHTS AND CIVIL ACFT UNABLE TO ESTABLISH COMMUNICATIONS WITH PANAMA RADIO MAY UTILIZE ALBROOK AIRWAYS ON USB FREQUENCIES 5710 KHZ 0200-1200Z, 6683 KHZ 0000-1400Z, 8993/11176 KHZ 24 HOURS DAILY, 15015 KHZ 1200-0200Z, 18019 KHZ 1400-2400. WHEN OPERATING WITHIN THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ENROUTE IFR AIRCRAFT ARE REQUIRED TO MAINTAIN DIRECT PILOT/CONTROLLER COMMUNICATIONS UTILIZING 125.5 OR 352.0 MHZ, ALTERNATES 120.3 OR 317.7 MHZ. ALL AIRCRAFT OPERATING WITHIN THE PANAMA CTA/FIR EQUIPPED WITH FUNCTIONING TRANSPONDER SHOULD SET TRANSPONDERS TO REPLY ON THE FOLLOWING MODES/CODES IN ACCORDANCE WITH TYPE OF FLIGHT PLAN AND ALTITUDE STRATUM. IFR AIRCRAFT BELOW FLIGHT LEVEL 200 MODE A/3 CODE 1100. AT AND ABOVE FLIGHT LEVEL 200 MODE A/3 CODE 2100. VFR AIRCRAFT, MODE A/3 CODE 1200. OTHER TRANSPONDERS REPLIES WILL BE ASSIGNED BY PANAMA ACC AS NECESSARY. (FAA)

THAILAND

BANGKOK INTERNATIONAL AIRPORT - PEAK HOURS: DUE TO CRITICAL AIR TRAFFIC SATURATION AT BANGKOK INTERNATIONAL AIRPORT, WITH IMMEDIATE EFFECT, PEAK HOURS AT BANGKOK INTERNATIONAL AIRPORT ARE FROM 0200 TO 0530Z, 1000 TO 1300Z AND FROM 1500 TO 1700Z. ALL FOREIGN INTERNATIONAL NONSCHEDULED AIRCRAFT SHOULD AVOID TO LAND WITH TRAFFIC PURPOSE AT BANGKOK INTERNATIONAL AIRPORT DURING THE DECLARED PEAK HOURS. RESTRICTION DURING PEAK HOURS FROM 1500 TO 1700Z SHALL BE STRICTLY IMPOSED ON NONSCHEDULED B-747 TO LAND WITH ANY PURPOSES. (AIC 1/81)

ZAMBIA

LUSAKA FIR NON-SCHEDULED FLIGHTS: THE ZAMBIAN AIRSPACE IS NOW OPEN TO ALL NONSCHEDULED FLIGHTS EXCEPT WESTERN PROVINCE. THOSE OPERATORS WISHING TO OPERATE INTO OR OVERFLY WESTERN PROVINCE OF ZAMBIA MUST APPLY TO THE COMMANDER ZAMBIA NATIONAL DEFENSE FORCES GIVING 10 DAYS PRIOR NOTICE AND APPROVAL MUST BE RECEIVED BY THE APPLICANT BEFORE FLIGHT IS UNDERTAKEN.

THE APPLICATION MUST INCLUDE THE FOLLOWING:

A. PILOTS NAME;
B. OPERATORS NAME AND ADDRESS;
C. TYPE OF AIRCRAFT AND REGISTRATION;
D. ROUTE OR AREA OF OPERATION; AND
E. PURPOSE OF FLIGHT DATES, TIMINGS, ETC.

ALL APPLICATIONS ARE DIRECTED TO THE COMMANDER Z.N.D. FORCES. (II 5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

CANARY ISLANDS

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, BECAUSE OF INCIDENTS IN THE WESTERN SAHARA REGION ON JANUARY 21 AND FEBRUARY 21, 1985, RESULTING IN AIRCRAFT DOWNINGS WHICH WERE MOST LIKELY CAUSED BY SURFACE TO AIR MISSLE FIRINGS, IT IS STRONGLY RECOMMENDED THAT FLIGHTS MAINTAIN A MINIMUM ALTITUDE OF 20,000 FEET IN THAT AREA OF THE CARARYS FLIGHT INFORMATION REGION (FIR) OVER THE LAND MASS OF THE WESTERN SAHARA SOUTH OF 26 DEGREES NORTH LATITUDE AND FOR A DISTANCE OF FIVE NAUTICAL MILES OUT TO SEA PARALLEL TO THE SAHANAR COAST. FOR FLIGHTS OPERATING TO OR FROM DAKHLA (EX VILLA CISNEROS) - 20 DEGREES, FIFTY-FOUR MINUTES NORTH LATITUDE; 17 DEGREES 4 MINUTES WEST LONGITUDE, RECOMMEND ALL DESCENTS BE MADE FROM SEAWARD AND CLIMB TO SEAWARD UNTIL PASSING 20,000 FEET OR UNTIL PASSING MORE THAN FIVE NAUTICAL MILES FROM THE COAST. (DOS 086863 3/85)

CHAD

ALL CHADIAN AIRSPACE NORTH OF A LINE RUNNING FROM ABECHE (13-49N 20-49E) TO MASSAKORY (13-00N 15-44E) AND EXTENDING TO BOTH CHAD'S EASTERN AND WESTERN BORDERS ARE RESTRICTED. THE FOLLOWING SECTIONS OF INTERNATIONAL AIRWAYS NO LONGER ARE APPROVED FOR USE: ROUTE UA 607/A 607 FROM BAGAR TO BOLBE, ROUTE UA 403/A 403 FROM SEMOK TO DEPOS, AND ROUTE UG 655 FROM GARIN TO KOLBA. THERE ARE NO RESTRICTIONS ON FLIGHT ACTIVITY SOUTH OF THE ABECHE-MASSAKORY LINE.

COLOMBIA

THE GOVERNMENT OF COLOMBIA HAS A RESTRICTED AIR TRAFFIC ZONE OVER MOST OF THE SANTA MARTA MOUNTAINS, ALL OF THE STATE OF GUAJIRA, AND ALL TERRITORIAL WATERS NORTH OF THESE AREAS (12NM FROM THE COAST LINE). THE ZONE EXTENDS TO AN ALTITUDE OF 7,000 FEET, EXCEPT OVER THE MOUNTAINS, WHERE IT EXTENDS TO 20,000 FEET. PILOTS FORCED TO ENTER THIS REGION SHOULD NOTIFY COLOMBIAN CIVIL AVIATION AUTHORITIES IN ADVANCE AND BE PREPARED TO PROPERLY IDENTIFY THEMSELVES, THEIR AIRCRAFT, AND BE ABLE TO JUSTIFY A FORCED LANDING. IT IS MANDATORY THAT ANY PILOT TRANSITTING THIS AREA HAVE PERMISSION AND FLIGHT PLAN ON FILE AT LEAST 24 HOURS IN ADVANCE OF ENTERING COLOMBIAN AIRSPACE. (DOS 5/83)

NICARAGUA

THE GOVERNMENT OF NICARAGUA IS TIGHTENING ITS REGULATIONS REGARDING COMMERCIAL, PRIVATE AND MILITARY FLIGHTS INTO THEIR COUNTRY. PILOTS PLANNING FLIGHTS TO NICARAGUA SHOULD ASSURE THAT ENTRY, OVERFLIGHT AND LANDING AUTHORIZATION HAVE BEEN OBTAINED FROM THE APPROPRIATE AVIATION AUTHORITY PRIOR TO DEPARTURE AND THAT WHEN OPERATING WITHIN THEIR AIRSPACE STRICTLY COMPLY WITH THOSE REGULATIONS RELATING TO THE FLIGHT AND MANEUVER OF THE AIRCRAFT. (DOS 6/81)

THE GOVERNMENT OF NICARAGUA HAS IMPOSED A 10 MILE WIDE CORRIDOR. AIRWAY B4 HAS BEEN COMBINED WITH A1 AND RUNS APOPA-ANAPO-ARLEN (1159N-8659W)-MGA. ARIEN IS AT A BEARING OF 246 DEGREES FROM MANAGUA. AIR TRAFFIC ENTERING OR EXITING COSTA RICA VIA NICARAGUA MUST FLY OVER LOS CHILES IN NORTHERNMOST COSTA RICA. THE CORRIDOR IS CONNECTED TO MANAGUA. (DOS 5/23/84)

PANAMA

THE PANAMANIA DIRECTORATE OF CIVIL AVIATION (DAC) HAS CHANGED THE LANDING REQUIREMENTS FOR GENERAL AVIATION AIRCRAFT LANDING IN PANAMA. DUE TO DRUG TRAFFICKERS WHO MAY BE USING PANAMA TO FERRY ILLEGAL DRUGS TO THE UNITED STATES, PRIOR PERMISSION MUST BE OBTAINED FOR ALL PRIVATE AIRCRAFT LANDING IN PANAMA. (DOS 7/85)

WEST INDIES - ASSOCIATED STATES

TURKS AND CAICOS ISLANDS: CHARTER, COMMERCIAL AND FREIGHT AIRCRAFT REQUIRE 24 HOURS PRIOR PERMISSION TO LAND. ADDRESS TO: TELEX: 8227, CHIEFMIN TO. (FAA)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

GENERAL

COORDINATED UNIVERSAL TIME (UTC)

INTERNATIONAL DATE/TIME GROUP CHANGE. EFFECTIVE 0001 UTC DECEMBER 19, 1985, THE UNITED STATES WILL ADOPT PROVISIONS CONTAINED IN ICAO AERONAUTICAL INFORMATION SERVICES (AIS) ANNEX 15 AMENDMENT 25 PERTAINING TO DATE/TIME GROUPS ON ALL INTERNATIONAL CLASS I NOTAM(S).

EXAMPLE:

PRESENTLY.........B) 13021900 C) 15022300

13 = DAY 02 = MONTH 19 = HOUR 00 = MINUTES

WILL BE CHANGED TO READ.......B) 02131900 C) 02152300

02 = MONTH 13 = DAY 19 = HOUR 00 = MINUTES

(A0056/85 KFDC)

NORTH ATLANTIC

POSITION REPORTING PROCEDURE

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION:

1. THE FOLLOWING REVISED POSITION REPORTING PROCEDURE REQUIRING THE INCLUSION OF AN ADDITIONAL ITEM (ITEM H) IN THE POSITION REPORT, WILL BE IMPLEMENTED ON A TRIAL BASIS BY GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK OACS, IN ORDER TO PROVIDE FOR EARLIEST POSSIBLE DETECTION OF MISUNDERSTANDINGS REGARDING THE ROUTE TO BE FOLLOWED BY AIRCRAFT IN THE NAT REGION AND ADJACENT TRANSITION AREAS.

2. EFFECTIVE 0900 GMT ON 20 NOVEMBER 1979, AIRCRAFT ENTERING, OPERATING WITHIN, OR LEAVING THE OCEANIC CONTROL AREAS OF GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK WILL TRANSMIT THE FOLLOWING ELEMENTS OF INFORMATION IN POSITION REPORTS TO THE APPROPRIATE OCEANIC CONTROL CENTRE:

   A. THE WORD "POSITION";
   B. AIRCRAFT IDENTIFICATION;
   C. PRESENT POSITION;
   D. TIME OVER PRESENT POSITION (HOURS AND MINUTES);
   E. PRESENT FLIGHT LEVEL;
   F. ESTIMATED POSITION ON ASSIGNED ROUTE;
   G. TIME FOR ESTIMATED POSITION (HOURS AND MINUTES);
   H. NEXT POSITION ON ASSIGNED ROUTE;
   I. ANY FURTHER INFORMATION, D.C., AIREP DATA OR COMPANY MESSAGE.

SPOKEN EXAMPLE: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

WRITTEN EXAMPLE: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: IN VIEW OF THE CURRENT ENERGY SITUATION, THE FOLLOWING POINTS ARE BROUGHT TO THE ATTENTION OF NAT PILOTS WITH A VIEW TO ENSURING THAT EACH AIRCRAFT IS OPERATED AS CLOSE AS POSSIBLE TO ITS OPTIMUM FLIGHT LEVEL AND MACH NUMBER.

1. PILOTS SHOULD REQUEST A CHANGE OF FLIGHT LEVEL OR MACH NUMBER WHENEVER THIS WOULD IMPROVE THE OPERATING EFFICIENCY OF THE AIRCRAFT. REFUSALS, DUE TO OTHER TRAFFIC, SHOULD NOT DETER PILOTS FROM CONTINUING TO MAKE SUCH REQUESTS.

2. WHEN CIRCUMSTANCES RENDER THIS FEASIBLE, CONTROLLERS WILL ASK ANOTHER AIRCRAFT TO ACCEPT A HIGHER FLIGHT LEVEL OR CHANGE OF MACH NUMBER IN ORDER TO FACILITATE CLEARANCES FOR AIRCRAFT WHICH WOULD OTHERWISE EXPERIENCE A SIGNIFICANT PENALTY. IN AGREEING TO SUCH A REQUEST, PILOTS WILL CONTRIBUTE TO THE OVERALL ECONOMY IN FUEL USED.

3. WHERE POSSIBLE, PILOTS SHOULD GIVE ADVANCE WARNING OF A REQUEST; E.G., IF A WESTBOUND FLIGHT WISHES TO CLIMB AT 30° W, IT WILL ASSIST THE CONTROLLER IF THE REQUEST IS MADE WITH THE 20° W POSITION REPORT.

SPECIAL NOTICE - WEATHER REPORTING IN NORTH ATLANTIC

EFFECTIVE SEPTEMBER 1, 1983 AN INCREASED WEATHER REPORTING REQUIREMENT FOR TRANS-ATLANTIC FLIGHTS WILL BE INTRODUCED ON A TRIAL BASIS. THE PURPOSE OF THE TRIAL IS TO ESTABLISH THE PRACTICALITY OF IMPROVING THE ACCURACY OF METEOROLOGICAL FORECASTS BY MEANS OF ENHANCED AIRCRAFT REPORTS.

THE AIRCRAFT OBSERVATIONS AND REPORTS REQUIRED FOR THE TRIAL PERIOD ARE:

ALL AIRCRAFT FLYING IN THE GANDER OCEANIC, SHANWICK OCEANIC, NEW YORK OCEANIC, AND SANTA MARIA OCEANIC FLIGHT INFORMATION REGIONS BETWEEN NORTH AMERICA AND EUROPE, IN EITHER DIRECTION, SHALL MAKE, RECORD, AND REPORT ROUTINE METEOROLOGICAL OBSERVATIONS AT EACH DESIGNATED REPORTING POINT AND AT THE INTERMEDIATE MID-POINT BETWEEN SUCH REPORTING POINTS, EXCEPT THAT:

1.) THE MID-POINT OBSERVATION SHALL NOT BE THE SUBJECT OF A SPECIAL REPORT, BUT WILL BE RETAINED FOR TRANSMISSION AT THE NEXT DESIGNATED REPORTING POINT, AND

2.) AIRCRAFT CLEARED ON AN ORGANIZED TRACK SHALL BE REQUIRED TO MAKE, RECORD, AND REPORT ROUTINE OBSERVATIONS ONLY WHEN SO DESIGNATED AT THE TIME OF RECEIVING THEIR OCEANIC CLEARANCE.

THE FORMAT TO BE USED FOR REPORTING THE ADDITIONAL OBSERVATIONS SHALL BE BY REFERENCE TO THE LATITUDE (DEGREES AND MINUTES) AND LONGITUDE (DEGREES ONLY) OF THE INTERMEDIATE MID-POINT. EXAMPLE:

POS TW 760 62N 040W 0815
F410 61N 030W 0848 60N 020W NEXT MS56
220/55 6230N 045W MS 60 270/80

THE PERIOD OF THE TRIAL IS NOT FIXED. IN THE EVENT THAT PROBLEMS OF FREQUENCY CONGESTION, ETC., ARISE, THE TRIAL WOULD BE CURTAILED. ALTERNATELY, SUCCESSFUL OPERATION WILL ENABLE THE TRAIL PROCEDURES TO BE ADOPTED ON A PERMANENT BASIS.

SPECIAL NOTICE - NEW YORK VOLMET

NEW YORK VOLMET FREQUENCY 13270 KHZ BROADCASTS FROM 1 HOUR BEFORE SUNRISE TO 1 HOUR AFTER SUNSET. FREQUENCY 3485 KHZ BROADCASTS FROM 1 HOUR AFTER SUNSET TO 1 HOUR BEFORE SUNRISE. THE NEW YORK VOLMET CONTINUES ITS 24 HOUR-A-DAY BROADCAST ON FREQUENCIES 6604 KHZ AND 10051 KHZ. (FAA)

ATLANTIC AREA LORAN-C INFO: THE CURRENT OPERATIONAL STATUS OF ALL ATLANTIC AREA LORAN-C STATIONS IS AVAILABLE FROM THE FIVE COORDINATOR'S OF CHAIN OPERATIONS (COCO'S). THE COCO MONITORS THE DAY-TO-DAY OPERATIONS OF THE LORAN-C CHAIN AND PROVIDES INFORMATION WITH A RECORDED TELEPHONE ANNOUNCEMENT OR RESPONDS TO QUERIES DIRECTED TO THE COCO PERSONALLY. PERTINENT TELEPHONE NUMBERS FOLLOW:

A. COCO GREAT LAKES (8970) AND NORTHEAST (9960) CHAINS IS LOCATED AT LORAN STATION SENECA, N.Y. RECORDED ANNOUNCEMENT: (607) 869-5395. COCO: (607) 869-1334, FTS 857-5334.

B. COCO CANADIAN EASTCOAST (5930) AND LABRADOR SEA (7930) CHAINS IS LOCATED AT LORAN MONITOR STATION ST. ANTHONY NFLD CANADA. RECORDED ANNOUNCEMENT: (709) 454-3261. COCO: (709) 454-2392.

C. COCO SOUTHEAST (7980) CHAIN IS LOCATED AT LORAN STATION MALONE.

D. IF ADDITIONAL INFORMATION IS REQUIRED AFTER CONTACTING COCO'S, CONTACT THE CHAIN MANAGER AT GOVERNORS ISLAND, N.Y.: (212) 668-7880 OR FTS 664-7880.

E. SCHEDULED LORAN-C OFF-AIR TIMES ARE PUBLISHED BY NOTIFICATIONS OR ANNOUNCEMENTS IN LOCAL NOTICE TO MARINERS, CANADIAN COAST GRUAD NOTICES TO SHIPPING (NOTSHIP'S), AND ON THE PRERECORDED SERVICE FOR THE PERTINENT CHAIN. IN MANY CASES, SCHEDULED OUTAGES ARE PRECEEDED BY A COAST GUARD MARINE RADIO BROADCAST IN THE AREA WHERE THE COVERAGE WILL BE AFFECTED.

F. FOR BETTER SERVICE OF ANY REQUEST FOR OPERATIONS DATA (E.G., TO CHECK ON A SUSPECTED LORAN-C SYSTEM ABNORMALITY), PLEASE SUPPLY THE RATE AND DATE/TIME OF THE EVENT YOU WISH TO REPORT. THIS WILL ENABLE COORDINATOR OF CHAIN OPERATIONS TO QUICKLY CHECK THE RECORDS FOR THE PERIOD IN QUESTION AND GIVE A MORE EXACT ANSWER.

1. PACIFIC AREA LORAN-C INFO: INFORMATION CONCERNING CENTRAL PACIFIC (4990), CANADIAN WEST COAST (5940), NORTHWEST PACIFIC (9970), AND NORTH PACIFIC (9990) CHAINS MAY BE OBTAINED FROM THE REGIONAL MANAGER IN SAN FRANCISCO, CA AT (415) 437-3224.

2. EUROPEAN LORAN-C INFO: INFORMATIN CONCERNING THE ICELANDIC (9980), NORWEGIAN SEA (7970), AND THE MEDITERREANEAN SEA (7990) CHAINS MAY BE OBTAINED FROM THE CHAIN MANAGER AT U.S. COAST GUARD ACTIVITIES EUROPE, LONDON, UK AT 011-44-1-409-4758.

3. OMEGA: SUMMARY STATUS AND PROPAGATION ANOMALY NOTIFICATIONS ARE BROADCAST FROM WWV, FORT COLLINS, CO AT 16 MINUTES AFTER EACH HOUR. OTHER INFORMATION SOURCES ARE LISTED BELOW:

A. COAST GUARD ONSOD, WASHINGTON, D.C. (RECORDED ANNOUNCEMENT): (202) 245-0298 OR FTS 245-0298.

B. U.S. NAVAL OBSERVATORY (USNO) (AUTOMATED DATA SERVICE): (202) 653-1079 OR FTS 653-1079. FULL DUPLEX, EVEN PARITY 300 OR 1200 BAUD, ASCII.

C. IF ADDITIONAL INFORMATION IS REQUIRED, CONTACT THE OMEGA WATCHSTANDER AT ONSOD WASHINGTON, D.C.: (202) 243-0228 OR FTS 245-0228.

CARIBBEAN

SPECIAL NOTICE - CARIBBEAN

ROCK SOUND BAHAMAS RADIO BEACON (RSD) AND HAVANA CUBA RADIO BEACON (UHA) BOTH OPERATE ON FREQUENCY 348KHZ. BE ALERT FOR POSSIBLE INTERFERENCE. (FAA)

THE U.S. DEPARTMENT OF TRANSPORTATION WILL BE FLYING A LARGE WEATHER BALLOON OF 90 FEET IN LENGTH AT HEIGHTS UP TO 2500 FEET AT VARIOUS LOCATIONS IN THE CARIBBEAN, GULF OF MEXICO, AND FLORIDA WATERS. THIS BALLOON WILL BE TETHERED TO A SHIP; AIRMEN ARE ADVISED TO STAY CLEAR OF THE TETHER AS WELL AS THE BALLOON. THE BALLOON WILL USUALLY BE SEVERAL MILES AT SEA EXCEPT WHEN IT IS IN TRANSIT TO TEST SITES OR PULLING INTO DOCK, AT WHICH TIMES, THE BALLOON WILL BE FLOWN AT HEIGHTS FROM 150 TO 500 FEET. LOCAL CONTROL TOWERS WILL BE NOTIFIED BY THE COAST GUARD IN THE EVENT OF BALLOON FLIGHTS NEAR THEIR AIRPORTS. THE BALLOON AND TETHER WILL BE WELL MARKED BY STROBE LIGHTS AND FLAGS TO ASSURE VISIBILITY. (MIAMI FSS 6/29/84)

U.S. OVERLAND/OCEANIC NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. TEN MINUTES LONGITUDINAL SEPARATION MAY BE APPLIED BETWEEN TURBOJET AIRCRAFT TRANSITING ATS ROUTE B14 BETWEEN THE NEW YORK, MIAMI AND SAN JUAN OCEANIC CONTROL AREAS AND ALSO ON ATS ROUTES A25, A20 A21, AND A23 BETWEEN THE NEW YORK AND SAN JUAN OCEANIC CONTROL AREAS. THE USE OF 10 MINUTES LONGITUDINAL SEPARATION IS AUTHORIZED WITH ADHERENCE TO THE CRITERIA CONTAINED IN ATTACHMENT H TO ICAO DOC. 4444-RAC/501/10, PANSRAC, AND THE REGIONAL SUPPLEMENTARY PROCEDURES. SPECIFICALLY, 10 MINUTES LONGITUDINAL SEPARATION MAY BE USED BETWEEN TURBOJET AIRCRAFT FLYING AT THE SAME ALTITUDE/FLIGHT LEVEL PROVIDING THE FOLLOWING CONDITIONS ARE MET:

1. THE AIRCRAFT CONCERNED HAVE REPORTED OVER THE SAME ENTRY POINT INTO OCEANIC CONTROL AIRSPACE AND WILL FLY THE SAME TRACK OR CONTINUOUSLY DIVERGING TRACKS.
2. THE PRECEDING AIRCRAFT IS MAINTAINING A SPEED OF AT LEAST MACH 0.03 GREATER THAN THAT OF THE FOLLOWING AIRCRAFT. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: FLIGHTS IN OCEANIC AIRSPACE MUST BE CONDUCTED UNDER INSTRUMENT FLIGHT RULES (IFR) PROCEDURES WHEN OPERATING:

A. BETWEEN SUNSET AND SUNRISE;

B. AT OR ABOVE FLIGHT LEVEL (FL) 60 WHEN OPERATING WITHIN THE NEW YORK, OAKLAND, ANCHORAGE AND HONOLULU FLIGHT INFORMATION REGIONS (FIRS); OR

C. ABOVE FL 180 WHEN OPERATING WITHIN THE MIAMI AND HOUSTON FIRS AND IN THE SAN JUAN CONTROL AREA.

FLIGHTS BETWEEN THE EAST COAST OF THE U.S. AND BERMUDA OR CARIBBEAN TERMINALS AND TRANSVERSING THE NEW YORK FIR AT OR ABOVE 5,500 FT. MSL SHOULD BE ESPECIALLY AWARE OF THIS REQUIREMENT. (FAA)

SPECIAL NOTICE: IF THE PILOT OF AN AIRCRAFT OPERATING IN INTERNATIONAL AIRSPACE UNDER U.S. JURISDICTION AND EQUIPPED WITH A CODED RADAR BEACON TRANSPONDER EXPERIENCES A LOSS OF TWO-WAY RADIO CAPABILITY, HE SHOULD:

A. ADJUST HIS TRANSPONDER TO REPLY ON MODE A/3, CODE 7700 FOR A PERIOD OF 1 (ONE) MINUTE;

B. THEN CHANGE TO CODE 7600 AND REMAIN ON 7600 FOR A PERIOD OF 15 MINUTES OR THE REMAINDER OF THE FLIGHT WHICHEVER OCCURS FIRST;

C. REPEAT STEPS A. AND B., AS PRACTICABLE.

THE PILOT SHOULD UNDERSTAND THAT HE MAY NOT BE IN AN AREA OF RADAR COVERAGE. MANY RADAR FACILITIES ARE ALSO NOT PRESENTLY EQUIPPED TO AUTOMATICALLY DISPLAY CODE 7600 AND WILL INTERROGATE 7600 ONLY WHEN THE AIRCRAFT IS UNDER DIRECT RADAR CONTROL AT THE TIME OF RADIO FAILURE. HOWEVER, REPLYING ON 7700 FIRST INCREASES THE PROBABILITY OF EARLY DETECTION OF A RADIO FAILURE CONDITION. (FAA)

SPECIAL NOTICE--INSTRUCTIONS FOR USING FAA FORM 7233-4. INTERNATIONAL FLIGHT PLAN FORM: AMENDMENT 6 (APPLICABLE NOVEMBER 21, 1985) TO ICAO DOC 4444 SPECIFIES SEVERAL CHANGES IN ICAO INTERNATIONAL FLIGHT PLAN FORMAT. FAA WILL ACCEPT THE NEW ICAO FORMAT, EXCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS. THEREFORE, TO COMPLY AS CLOSELY AS POSSIBLE WITH AMENDMENT 6, THE FOLLOWING ADDITIONAL PROCEDURES WILL APPLY BEGINNING NOVEMBER 21 WHEN USING FAA FORM 7233-4:

1. FAA FORM 7233-4, ITEM 13 HAS A SPACE FOR FIR BOUNDARIES AND ESTIMATED TIMES. FAA REQUIRES FILED FIR BOUNDARIES AND ESTIMATED TIMES. HOWEVER, PUT THAT INFORMATION IN ITEM 18. OTHER INFORMATION, AS SPECIFIED IN ICAO FORMAT.

2. CONCERNING FAA FORM 7233-4, ITEM 15, THE U.S. AIR TRAFFIC SERVICE DOES NOT ACCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS.

3. IN ITEM 17, IN THE SECTION LABELED ETA, INSTEAD PUT TOTAL ESTIMATED ELAPSED TIME (TOTAL EET).

THE PRESENT SUPPLY OF FAA FORM 7233-4 WILL BE USED UNTIL EXHAUSTED AND REPLACED BY A NEW REVISED FAA INTERNATIONAL FLIGHT PLAN FORM.

ANCHORAGE CTA/FIR

SPECIAL NOTICE -- NAVIGATION WARNING: U.S. AIRCRAFT FLYING BETWEEN ALASKA AND JAPAN ARE CAUTIONED OF THE ABSOLUTE NECESSITY OF REMAINING OVER INTERNATIONAL WATERS AT ALL TIMES IN ORDER TO AVOID DANGEROUS CONSEQUENCES WHICH COULD RESULT FROM UNAUTHORIZED OVERFLIGHT OF SOVIET TERRITORY. RECOGNITION THAT MANY FLIGHT TRACKS ON THIS ROUTE PROVIDE MINIMUM SEPARATION FROM SOVIET AIRSPACE FURTHER EMPHASIZES THE NEED FOR ALL PILOTS TO USE ALL EXISTING NAVIGATIONAL CAPABILITY. THE FAA THEREFORE RECOMMENDS THAT ALL PILOTS FLYING BETWEEN ALASKA AND JAPAN TAKE UTMOST PRECAUTIONS TO AVOID FLYING OVER SOVIET TERRITORY. PILOTS AND OPERATORS OF SMALL AIRCRAFT PERFORMING BEAR HUNTING FLIGHTS OR OTHER TYPES OF FLIGHT IN THE BERING STRAIT AREA ARE ALSO URGED TO TAKE UTMOST PRECAUTION TO AVOID ANY OPERATION IN USSR AIRSPACE.(FAA)

SPECIAL NOTICE - TO CLARIFY ENROUTE COMMUNICATIONS PROCEDURES AND DOCUMENT THOSE NOW GENERALLY EMPLOYED IN SUPPORT OF FLIGHT OPERATIONS IN THE ANCHORAGE ARCTIC CTA/FIR BEYOND LINE OF SIGHT RANGE OF REMOTE CONTROL VHF AIR/GROUND FACILITIES OPERATED FROM THE ANCHORAGE ACC. FLIGHT CREWS OPERATING AIRCRAFT IN THAT AIRSPACE UNDER THOSE CIRCUMSTANCES ARE EXPECTED TO MAINTAIN COMMUNICATIONS WITH CAMBRIDGE BAY RADIO AND A LISTENING OR SELCAL WATCH ON HF FREQUENCIES OF NORTH ATLANTIC DELTA NAT D NETWORK, VIZ. 2971, 4675, 8891, 11279 KHZ. CAMBRIDGE BAY RADIO WILL ACCOMPLISH NECESSARY RELAY BETWEEN ENROUTE AIRCRAFT AND THE ANCHORAGE CENTER. ADDITIONALLY AND IN VIEW OF REPORTED MARGINAL RECEPTION OF HONOLULU PACIFIC VOLMET BROADCAST IN THAT AND ADJACENT CANADIAN AIRSPACE, CAMBRIDGE BAY RADIO CAN PROVIDE ANCHORAGE AND FAIRBANKS SURFACE OBSERVATIONS AND TERMINAL FORECASTS TO FLIGHT CREWS ON REQUEST. (FAA)

MIAMI CTA/FIR

MIAMI ARTCC: AIRCRAFT ON IFR FLIGHT PLANS ENTERING THE MIAMI CTA/FIR AT FL 240 AND ABOVE FROM THE HAVANA CTA/FIR ARE REQUESTED TO ESTABLISH COMMUNICATIONS WITH MIAMI CENTER AT LEAST 10 MINUTES PRIOR TO THE BOUNDARY ON THE FOLLOWING FREQUENCIES: B646, G448--132.2 VHF AND 306.9 UHF; A301, G437 AND R628--128.75 VHF AND 270.3 UHF. AIRCRAFT ON IFR FLIGHT PLAN ENTERING MIAMI CTA/FIR FROM PORT 'AU' PRINCE OR SANTO DOMINGO CTA/FIR CONTACT MIAMI ARTC CENTER ON 132.3/307.2 AT LEAST TEN (10) MINUTES PRIOR TO REACHING MIAMI CTA/FIR BOUNDARY FOR ATC CLEARANCE. (FAA)

SPECIAL NOTICE - MIAMI OCEANIC CTA. EFFECTIVE IMMEDIATELY, AIR TRAFFIC PROPOSING OPERATION IN THE MIAMI OCEANIC CTA EAST OF 80 DEGREES WEST AND SOUTH OF 30 DEGREES NORTH, AT AND ABOVE FL240 BETWEEN 1200Z AND 0000Z, SHOULD EXPECT ROUTING VIA ESTABLISHED AIRWAYS OR APPROVED PART 95 ROUTES.

ALSO, DURING THE SAME PERIOD, A555 BETWEEN ZBB NDB AND GT NDB, AT AND ABOVE FL240, WILL BE RESERVED FOR NORTHWEST BOUND TRAFFIC ONLY.

AIRCRAFT PROPOSING FLIGHT SOUTHEASTWARD ON THAT PORTION OF A555, AT OR ABOVE FL240, CAN EXPECT ROUTING VIA ZBV, BR55V, COBBL, BR1L GT.

THIS ROUTING WILL BE REFERRED TO AS THE MISAN ROUTE. DURING THE PERIOD 1200Z TO 0000Z, THAT PORTION OF BR1L COMPRISING THE MISAN ROUTE WILL BE RESERVED FOR SOUTHEAST BOUND TRAFFIC ONLY. (FAA 1/85)

SPECIAL NOTICE - MIAMI OCEANIC CTA MIAMI ARTCC IS UTILIZING A SECONDARY RADAR SYSTEM FROM AN ANTENNA LOCATED ON THE ISLAND OF GRAND TURK BRITISH WEST INDIES. IFR AIRCRAFT WITHIN 200 NAUTICAL MILES OF THE ANTENNA ABOVE FL240 CAN EXPECT RADAR SEPARATION FROM OTHER IFR AIRCRAFT. RADAR SEPARATION WILL BE UTILIZED BELOW FL240 FOR THOSE PARTICIPATING AIRCRAFT WITHIN THE ANTENNA COVERAGE. THERE IS NO PRIMARY RADAR DATA OR WEATHER INFORMATION AVAILABLE FROM THIS SYSTEM. SOME OVERLAP BETWEEN THIS ANTENNA AND THE PICO DEL ESTE, PUERTO RICO ANTENNA IS AVAILABLE AT AND ABOVE FL240. OVERLAPPING COVERAGE WEST OF GRAND TURK IS NOT YET AVAILABLE. SINCE RADAR SEPARATION IS DEPENDENT UPON THE RECEIPT OF A TRANSPONDER RETURN, ALL AIRCRAFT WITHIN THE 200 NM COVERAGE OF THE SYSTEM ARE REQUIRED TO UTILIZE TRANSPONDER CODES AS ASSIGNED BY ATC OR THE APPROPRIATE STRATUM CODE.

AIRCRAFT DEPARTING AND OVERFLYING THE SANTO DOMINGO AND PORT AU PRINCE FIRS CAN EXPECT ATC ASSIGNED CODES FROM THOSE AGENCIES. INITIAL CALL UP TO MIAMI CENTER PRIOR TO CROSSING THE CTA/FIR BOUNDARY WILL PERMIT EARLY RADAR IDENTIFICATION AND IS NECESSARY. RADAR FLIGHT FOLLOWING OF VFR AIRCRAFT WILL BE AVAILABLE ON A WORKLOAD PERMITTING BASIS. THE PRIMARY ATC FREQUENCY IS 132.3 AND 307.2. MIAMI CENTER IS COMMISSIONING A SECOND FREQUENCY PAIR 135.2 AND 327.0 FOR FUTURE USE. (FAA 92/85)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: THE ATTENTION OF PILOTS PLANNING FLIGHTS WITH THE NEW YORK OCEANIC FLIGHT INFORMATION REGION IS DIRECTED TO THE COMMUNICATION AND POSITION REPORTING REQUIREMENTS SPECIFIED IN THE FOLLOWING ICAO DOCUMENTS: ANNEX 2, PARAGRAPH 3.5.9; ANNEX 11, PARAGRAPH 6.1.2; PANS-RAC 4444, PART 11, PARAGRAPH 13, AND DOC 7030, PARAGRAPHS 4 AND 6. THE COMMUNICATIONS REQUIREMENTS FOR IFR FLIGHTS WITHIN THE NEW YORK OCEANIC CONTROL AREA ARE:

1. FUNCTIONING TWO-WAY RADIO COMMUNICATIONS EQUIPMENT CAPABLE OF COMMUNICATING WITH AT LEAST ONE APPROPRIATE GROUND STATION FROM ANY POINT ON THE ROUTE.
2. MAINTAIN A CONTINUOUS LISTENING WATCH ON THE APPROPRIATE RADIO FREQUENCY.
3. REPORT POSITIONS IN SPECIFIED CIRCUMSTANCES.

NOTE: HF COMMUNICATION IS REQUIRED FOR OCEANIC FLIGHT. THE ABILITY TO COMMUNICATE AT ANY POINT OF THE ROUTE IS NECESSARY FOR THE CONTROL PROCESS. INABILITY TO COMPLY IS IN VIOLATION OF THE REQUIREMENTS STATED ABOVE. NO VHF COMMUNICATIONS ARE AVAILABLE FOR POSITION REPORTING FOR FLIGHT THROUGH NEW YORK OCEANIC AIRSPACE. (FAA)

SPECIAL NOTICE--BERMUDA: THE NEW YORK AREA CONTROL CENTER HAS DELEGATED CONTROL AUTHORITY AND FLIGHT INFORMATION RESPONSIBILITY WITHIN A 180 NM RADIUS OF THE BERMUDA VOR AT FL 500 AND BELOW TO THE BERMUDA TERMINAL CONTROL AREA FACILITY (TCAF). THE BERMUDA TCAF USES POSITIVE RADAR CONTROL PROCEDURES WITHIN THE BERMUDA CONTROL AREA. CANCELLATION OF IFR FLIGHT AFTER ENTRY INTO THE CONTROL AREA IS NOT PERMITTED. ALL INBOUND TRANSPONDER EQUIPPED AIRCRAFT SHALL RESPOND ON MODE 3A, CODE 2100 UPON ENTRY INTO THE CONTROL AREA. NON-TRANSPONDER EQUIPPED AIRCRAFT OR AIRCRAFT WITH INOPERATIVE TRANSPONDER SHALL BE ASSIGNED SPECIFIC IFR FLIGHT LEVELS UPON ENTERING THE CONTROL AREA. ALL INTERNATIONAL FLIGHTS WHICH PLAN TO PENETRATE THE CONTROL AREA, MUST INCLUDE THE BERMUDA TCAF AS AN AFTN ADDRESSEE ON THE ICAO FILED FLIGHT PLAN. THE BERMUDA TCAF AFTN ADDRESS IS MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: EFFECTIVE IMMEDIATELY ALL AIR CARRIERS, PRIVATE AND MILITARY USERS FLIGHT PLANNING TO OPERATE THROUGH THE NEW YORK OCEANIC CONTROL AREA SHALL, IN ACCORDANCE WITH ICAO DOCUMENT 7030, PARA 4.6, ADD NEW YORK OCEANIC CONTROL AS KZNYZQ AS AN ADDRESSEE. FOR THOSE FOLLOWING THIS PROCEDURE, PLEASE ENSURE THAT CORRECT CALL LETTERS ARE BEING USED. MANY FLIGHT PLANS ARE BEING DUPLICATED AND IN SOME CASES TRIPLICATED. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: SEE THE ENTRY FOR PANAMA IN THE SECTION TITLED FOREIGN NOTICES IN THIS PUBLICATION.

SAN JUAN CTA/FIR

SPECIAL NOTICE: ALL VFR AIRCRAFT ENTERING AND DEPARTING THE SAN JUAN FIR/CTA WILL PROVIDE SAN JUAN RADIO WITH AN ICAO FLIGHT PLAN. ALL AIRCRAFT MUST ESTABLISH 2 WAY COMMUNICATIONS WITH SAN JUAN ON 126.7, 122.2, 123.65 OR 255.4. COMMUNICATION CAN ALSO BE ESTABLISHED BY USING THE VOR FREQUENCY FOR RECEIVING AND TRANSMITTING ON 122.1 FOR BORINQUEN (BQN), MAYAGUEZ (MAZ), PONCE (PSE), ST. THOMAS (STT). THE ST. CROIX TRANSMITTING FREQUENCY TO USE IS 123.6. IF UNABLE TO CONTACT SAN JUAN RADIO THE PILOT IS RESPONSIBLE FOR NOTIFYING ADJACENT ATS UNITS AND REQUEST THAT A POSITION REPORT BE RELAYED TO SAN JUAN RADIO FOR SEARCH AND RESCUE PURPOSES AND FLIGHT FOLLOWING. THIS IS IN ACCORDANCE WITH ICAO DOC. 4444, PART II, PARA. 14.1.1, PARA. 14.1.4; PART VI, PARA. 1.2.1 AND PARA. 2.2.2, ANNEX 11, CHAPTER 6, PARA. 6.1.2.1, PARA. 5.1.1, PARA. 5.2.1, PARA. 5.2.2, PARA. 5.2.2.3, PARA. 5.3.2.4, PARA. 5.4.1. (FAA)

SPECIAL NOTICE--ALL IFR OR VFR AIRCRAFT LANDING AT PUERTO RICO INTERNATIONAL, ISLA GRANDE, HARRY S. TRUMAN, OR ALEXANDER HAMILTON AIRPORTS THAT REQUIRE CUSTOMS, CONTACT SAN JUAN IFSS ONE HOUR PRIOR TO LANDING AND REQUEST CUSTOMS BE ADVISED (ADCUS). ALSO INCLUDE ADCUS IN THE REMARKS SECTION OF THE FLIGHT PLAN. ADCUS SERVICE IS NOT AVAILABLE AT OTHER AIRPORTS IN THE SAN JUAN FIR. PILOTS ARE RESPONSIBLE FOR ADVISING CUSTOMS OF THEIR INTENDED ARRIVAL IN ACCORDANCE WITH PROCEDURES CONTAINED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL. (SAN JUAN IFSS 101200.)

HOUSTON CTA/FIR_MIAMI CTA/FIR_NEW YORK OCEANIC CONTRO

SPECIAL NOTICE: A LARGE SCALE METEOROLOGICAL STUDY WILL BE CONDUCTED FROM JANUARY 15 TO MARCH 15, 1986, IN THE OFFSHORE AIRSPACE ADJACENT TO THE UNITED STATES GULF AND EAST COASTS. THE PROJECT, KNOWN AS "GALE_GENESIS OF ATLANTIC LOW EXPERIMENT," WILL INVESTIGATE THE DEVELOPMENT OF EAST COAST STORMS WHICH PRESENT A SERIOUS FORECASTING PROBLEM. SOME 10 OR MORE AIRCRAFT WILL BE DEPLOYED TO FLY ROUTES AND FLIGHT PATTERNS WITHIN THE GALE PROJECT STUDY AREA. ACTIVITIES WILL INCLUDE DROPWINDSONDE RELEASES ALONG PREDETERMINED TRACKS IN THE UNITED STATES GULF AND ATLANTIC OFFSHORE AREAS BETWEEN 90 DEGREES WEST LONGITUDE AND 70 DEGREES WEST LONGITUDE. ALL DROPWINDSONDE RELEASES WILL OCCUR MORE THAN 60NM OFFSHORE. ACTUAL FLIGHT TIMES WILL DEPEND ON DEVELOPING STORM CONDITIONS. PILOTS OPERATING WITHIN THE GALE STUDY AREA MAY RECEIVE STATUS INFORMATION FROM THE APPROPRIATE ATC FACILITY. (FAA)

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TD 4.11:

FOREWORD

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION IS A BI-WEEKLY PUBLICATION CONTAINING SIGNIFICANT INTERNATIONAL NOTAM INFORMATION AND SPECIAL NOTICES WHICH MAY AFFECT A PILOT'S DECISION TO ENTER OR USE CERTAIN AREAS OF FOREIGN OR INTERNATIONAL AIRSPACE. THIS PUBLICATION COMPLEMENTS AND EXPANDS DATA CARRIED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL, AVAILABLE UPON SEPARATE SUBSCRIPTION. **ALL PILOTS SHOULD REVIEW THE FOREIGN AIRSPACE AND ENTRY RESTRICTIONS PUBLISHED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL DURING THE FLIGHT PLANNING PROCESS. FOREIGN AIRSPACE PENETRATION WITHOUT OFFICIAL AUTHORIZATION CAN INVOLVE BOTH DANGER TO THE AIRCRAFT AND THE IMPOSITION OF SEVERE PENALTIES AND INCONVENIENCE TO BOTH PASSENGERS AND CREW. A FLIGHT PLAN ON FILE WITH ATC AUTHORITIES DOES NOT NECESSARILY CONSTITUTE THE PRIOR PERMISSION REQUIRED BY CERTAIN OTHER AUTHORITIES. THE POSSIBILITY OF FATAL CONSEQUENCES CANNOT BE IGNORED IN SOME AREAS OF THE WORLD.**

THE INFORMATION CONTAINED IS DERIVED FROM INTERNATIONAL NOTAMS AND OTHER APPROPRIATE SOURCES. INTERNATIONAL NOTAMS ARE OF TWO TYPES, CLASS ONE INTERNATIONAL NOTAMS AND CLASS TWO INTERNATIONAL NOTAMS. CLASS ONE NOTAMS ARE THOSE NOTAMS DISSEMINATED VIA TELECOMMUNICATIONS. THESE NOTAMS ARE MADE AVAILABLE VIA TELECOMMUNICATIONS TO THE U.S. FLYING PUBLIC THROUGH THE INTERNATIONAL NOTAM OFFICE IN WASHINGTON, D.C., VIA THE LOCAL FLIGHT SERVICE STATIONS. CLASS TWO NOTAMS ARE NOTAMS DISSEMINATED VIA POSTAL SERVICES AND ARE NOT READILY AVAILABLE TO THE U.S. FLYING PUBLIC. THIS PUBLICATION COVERS NOTAM AND OTHER TEMPORARY, HAZARDOUS CONDITIONS WHICH ARE NOT READILY AVAILABLE TO THE FLYING PUBLIC AND INCLUDES INFORMATION ON RECORD AS OF 1200Z ON THE DATE APPEARING ON THE COVER. FOR LATEST INFORMATION, CONSULT CLASS I NOTAMS ISSUED BY TELECOMMUNICATIONS AT ANY FAA FLIGHT SERVICE STATION. THE FOREIGN NOTICES INCLUDED, ARE TO THE MAXIMUM EXTENT POSSIBLE, CARRIED AS ISSUED. THE ABBREVIATIONS USED ARE, IN MOST ALL INSTANCES, THOSE ABBREVIATIONS LISTED IN ICAO DOCUMENT DOC 8400. INFORMATION INCLUDED WILL INDICATE THE SOURCE FOLLOWING THE ENTRY. THIS WILL ASSIST THE USER IN ESTABLISHING THE CURRENCY OF THE INFORMATION CONTAINED, SHOULD HE SO DESIRE, WITH THE ORIGINATOR OF THE INFORMATION (SEE THE INTERNATIONAL FLIGHT INFORMATION MANUAL FOR FOREIGN NOTAM OFFICE AREAS OF RESPONSIBILITY AND FOR A LISTING OF FOREIGN NOTAM OFFICES WITH WHICH THE U.S. INTERNATIONAL NOTAM OFFICE EXCHANGES INFORMATION). INFORMATION SOURCES WILL BE INDICATED AS I OR II FOR CLASS ONE AND CLASS TWO NOTAMS, FOLLOWED BY THE NOTAM NUMBER; AIP FOR AERONAUTICAL INFORMATION PUBLICATION CHANGES, FOLLOWED BY THE AIP CHANGE NUMBER; AIC FOR AERONAUTICAL INFORMATION CIRCULAR, FOLLOWED BY THE AIC NUMBER; DOS FOR DEPARTMENT OF STATE ADVISORIES; AND FAA FOR FEDERAL AVIATION ADMINISTRATION.

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION GIVES WORLD WIDE COVERAGE IN EACH ISSUE. COVERAGE FOR THE U.S. AND ITS EXTERNAL TERRITORIES IS LIMITED AND NORMALLY WILL NOT INCLUDE DATA AVAILABLE ON DOMESTIC NOTAM CIRCUITS OR PUBLISHED IN OTHER OFFICIAL SOURCES AVAILABLE TO THE USER.

EACH ISSUE OF THIS PUBLICATION IS COMPLETE IN ITSELF AS FAR AS DATA OF A TEMPORARY NATURE IS CONCERNED. TEMPORARY DATA IS REPEATED IN EACH ISSUE UNTIL THE CONDITION CEASES TO EXIST. PERMANENT DATA WILL BE CARRIED UNTIL IT IS SUFFICIENTLY PROMULGATED OR IS AVAILABLE IN OTHER PERMANENT SOURCES. THESE ITEMS WILL BE PREFIXED BY A SOLID DOT (•) WHEN THEY ARE TO BE REMOVED FROM FUTURE EDITIONS. THIS WILL AID THE USER IN THE IDENTIFICATION OF THOSE PERMANENT ITEMS WHICH HE, THE USER, MAY WISH TO RETAIN FOR HIS OWN RECORDS. NEW ITEMS TO THIS PUBLICATION ARE IDENTIFIED BY UNDERSCORING THE FIRST LINE OF THE NEW ENTRY.

IN CARRYING OUT ITS EXPRESSED PURPOSE OF PROVIDING A NOTICE TO AIRMEN SERVICE, THIS PUBLICATION INCLUDES DATA ISSUED BY FOREIGN GOVERNMENTS. IT SHOULD BE CLEARLY UNDERSTOOD THAT THE PUBLICATION OF SUCH DATA IN NO WAY CONSTITUTES A LEGAL RECOGNITION OF THE INTERNATIONAL VALIDITY OF SUCH DATA. THE SCOPE OF THIS PUBLICATION PRECLUDES ANY ATTEMPT TO TABULATE ALL NOTAM DATA. WHILE EVERY EFFORT IS MADE TO PUBLISH ALL PERTINENT DATA, THE FEDERAL AVIATION ADMINISTRATION CANNOT ASSUME ANY LIABILITY FOR FAILURE TO PUBLISH ANY PARTICULAR ITEM.

COMMUNICATIONS WITH THE EDITORS OF THIS PUBLICATION, INCLUDING NOTIFICATION OF ERRONEOUS OR OBSOLETE DATA, SHOULD BE DIRECTED TO THE FEDERAL AVIATION ADMINISTRATION, FLIGHT INFORMATION AND OBSTRUCTIONS BRANCH (ATO-210), 800 INDEPENDENCE AVE., SW, WASHINGTON, D.C. 20591 (TELEPHONE 202-426-8790, 0800-1700 MONDAY-FRIDAY; OTHER TIMES CALL 202-426-3390). SUBSCRIPTIONS FOR THIS PUBLICATION SHOULD NOT BE FORWARDED TO THE FEDERAL AVIATION ADMINISTRATION. THIS PUBLICATION IS SOLD BY THE SUPERINTENDENT OF DOCUMENTS, U.S. GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C. 20402. ALL QUERIES CONCERNING YOUR SUBSCRIPTION OR PRICES SHOULD BE DIRECTED ONLY TO THE SUPERINTENDENT OF DOCUMENTS.

FOREIGN NOTICES

CARIBBEAN

SPECIAL NOTICE: SEE SPECIAL NOTICE UNDER CARIBBEAN IN THE INTERNATIONAL OCEANIC AIRSPACE NOTICE.

CUBA

AIRCRAFT ARRIVING FROM OR DEPARTING FOR CUBA MUST LAND AT OR DEPART FROM FORT LAUDERDALE-HOLLYWOOD AIRPORT.

IRAN -- PERSIAN GULF

THE IRANIAN AIRSPACE IS CLOSED TO UNITED STATES AIRCRAFT. FLIGHT PLAN AND LATEST INFORMATION REGARDING AIRCRAFT THAT FLY IN THE PORTION OF TEHRAN FIR OVER THE PERSIAN GULF SHOULD BE MADE AVAILABLE TO TEHRAN ACC EITHER DIRECTLY OR THROUGH BAHRAIN ACC OR BANDAR ABBASS, BUSHER ATC. AIRCRAFT THAT FAIL TO DO SO SHOULD REFRAIN FROM FLYING OVER AND IN THE VICINITY OF ANY INSTALLATION BELONGING TO ISLAMIC REPUBLIC OF IRAN. AREA CONTROL SERVICE PROVIDED BY TEHRAN ACC ALONG ATS 21 AND OTHER ATS ROUTES OVER THE PERSIAN GULF IS REDUCED TO FLIGHT INFORMATION SERVICE UNTIL FURTHER NOTICE DUE TO TEMPORARY DEFICIENCIES IN VHF COMMUNICATIONS. COMMUNICATIONS ARE AVAILABLE ON HF FREQUENCIES 13336, 8847, 5680, 5603 AND 6624KHZ AND VHF FREQUENCIES 134.1 AND 118.1MHZ. TEHRAN ASSUMES NO RESPONSIBILITY FOR THE PORTIONS OF ATS ROUTES R21 AND 856 WHICH ARE OVER THE HIGH SEAS. FLIGHTS MAY BE SUBJECT TO VISUAL IDENTIFICATION BY MILITARY AIRCRAFT ACCORDING TO ICAO REGULATIONS. OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD BE AWARE THAT THE FAA IS NOT A DIRECT RECIPIENT OF IRANIAN NOTAMS AND THAT THE ABOVE INFORMATION MAY NOT BE COMPLETE AND CURRENT. PILOTS PLANNING TO OPERATE IN THE PERSIAN GULF AREA SHOULD VERIFY NOTAMS WITH A FACILITY RECEIVING CURRENT NOTAM INFORMATION. DUE TO THE TENSIONS AND HOSTILITIES IN THE PERSIAN GULF AREA IT IS RECOMMENDED THAT OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD CONTINUE TO FLIGHT PLAN SO AS NOT TO FLY OVER THE PERSIAN GULF EAST OF AIRWAY B-55 OR NORTH OF AIRWAY A-55. (FAA FDC 4/334)

U.S.NAVAL FORCES IN THE PERSIAN GULF, STRAIT OF HORMUZ, GULF OF OMAN AND ARABIAN SEA (NORTH OF 20 DEGREES NORTH) ARE TAKING ADDITIONAL DEFENSIVE PRECAUTIONS AGAINST TERRORIST THREATS. AIRCRAFT AT ALTITUDES LESS THAN 2000 FT. AGL WHICH ARE NOT CLEARED FOR APPROACH/DEPARTURE TO OR FROM A REGIONAL AIRPORT ARE REQUESTED TO AVOID APPROACHING CLOSER THAN 5 NM TO U.S.NAVAL FORCES.

IT IS ALSO REQUESTED THAT AIRCRAFT APPROACHING WITHIN 5 NM ESTABLISH AND MAINTAIN RADIO CONTACT WITH U.S.NAVAL FORCES ON 121.5 MHZ VHF OR 243.0 MHZ UHF. AIRCRAFT WHICH APPROACH WITHIN 5 NM AT ALTITUDES LESS THAT 2000 FT. AGL WHOSE INTENTIONS ARE UNCLEAR TO U.S.NAVAL FORCES MAY BE HELD AT RISK BY U.S. DEFENSIVE MEASURES. THIS IS A JOINT USCINCPAC AND USCINCCENT NOTAM AFFECTING OPERATIONS WITHIN THEIR RESPECTIVE AREA OF RESPONSIBILITY. (112119 KFDC)

LEBANON

DUE TO SAFETY IN AIR COMMERCE AND AIR TRANSPORTATION, AND THE PUBLIC INTEREST, ALL U.S. AIR CARRIERS (PART 121/135/125) ARE PROHIBITED FROM OPERATING INTO BEIRUT INTERNATIONAL AIRPORT. (FAA RWA 5/106)

NETHERLANDS ANTILLES

PRINSES BEATRIX AIRPORT - ARUBA: DUE TO FREQUENT VIOLATION OF ARTICLE 29 OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION AND OF OUR NATIONAL LAWS AND REGULATIONS ON THE SAME SUBJECT, AIRMEN ARE ADVISED THAT STRICT INSPECTION OF AIRCRAFT DOCUMENTS AND CREW MEMBER LICENSES WILL BE CARRIED OUT AND THAT FAILURE TO CARRY VALID DOCUMENTS AND CERTIFICATES MAY RESULT IN LEGAL PROSECUTION. (II 18/82)

NICARAGUA

ALL NATIONAL AND FOREIGN REGISTERED AIRCRAFT PROVIDING SCHEDULED OR NON-SCHEDULED COMMERCIAL SERVICE OR GENERAL AVIATION SERVICE NEEDING TO REFUEL AT THE AUGUSTO C. SANDINO INTERNATIONAL AIRPORT SHALL MAKE ARRANGEMENTS TO DO SO WITH THE AIRPORT ADMINISTRATION, WHICH IS THE ONLY AGENCY AUTHORIZED TO PROVIDE THIS SERVICE.(II A4/85)

PANAMA

SPECIAL NOTICE: EN ROUTE IFR FLIGHTS OPERATING WITHIN THE PANAMA CTA AND OUTSIDE THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ARE REQUIRED TO ESTABLISH AND MAINTAIN COMMUNICATIONS WITH PANAMA RADIO. IFR ACFT ENTERING THE PANAMA CTA SHALL MAKE A STANDARD POSITION REPORT AT THE CTA BOUNDARY TO PANAMA ARTCC THROUGH PANAMA RADIO. PRIMARY AND ALTERNATE FREQUENCIES: PRIMARY 6649 KHZ, ALTERNATE 2944 KHZ WHEN OPERATING SOUTH OF 09-00N/TBG. PRIMARY 6577 KHZ, ALTERNATE 8918 KHZ WHEN OPERATING NORTH OF 09-00N/TBG. ADDITIONAL FREQUENCIES AVAILABLE ARE 5520 KHZ, AND 11396 KHZ. U.S. MILITARY FLIGHTS AND CIVIL ACFT UNABLE TO ESTABLISH COMMUNICATIONS WITH PANAMA RADIO MAY UTILIZE ALBROOK AIRWAYS ON USB FREQUENCIES 5710 KHZ 0200-1200Z, 6683 KHZ 0000-1400Z, 8993/11176 KHZ 24 HOURS DAILY, 15015 KHZ 1200-0200Z, 18019 KHZ 1400-2400. WHEN OPERATING WITHIN THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ENROUTE IFR AIRCRAFT ARE REQUIRED TO MAINTAIN DIRECT PILOT/CONTROLLER COMMUNICATIONS UTILIZING 125.5 OR 352.0 MHZ, ALTERNATES 120.3 OR 317.7 MHZ. ALL AIRCRAFT OPERATING WITHIN THE PANAMA CTA/FIR EQUIPPED WITH FUNCTIONING TRANSPONDER SHOULD SET TRANSPONDERS TO REPLY ON THE FOLLOWING MODES/CODES IN ACCORDANCE WITH TYPE OF FLIGHT PLAN AND ALTITUDE STRATUM. IFR AIRCRAFT BELOW FLIGHT LEVEL 200 MODE A/3 CODE 1100. AT AND ABOVE FLIGHT LEVEL 200 MODE A/3 CODE 2100. VFR AIRCRAFT, MODE A/3 CODE 1200. OTHER TRANSPONDERS REPLIES WILL BE ASSIGNED BY PANAMA ACC AS NECESSARY. (FAA)

THAILAND

BANGKOK INTERNATIONAL AIRPORT - PEAK HOURS: DUE TO CRITICAL AIR TRAFFIC SATURATION AT BANGKOK INTERNATIONAL AIRPORT, WITH IMMEDIATE EFFECT, PEAK HOURS AT BANGKOK INTERNATIONAL AIRPORT ARE FROM 0200 TO 0530Z, 1000 TO 1300Z AND FROM 1500 TO 1700Z. ALL FOREIGN INTERNATIONAL NONSCHEDULED AIRCRAFT SHOULD AVOID TO LAND WITH TRAFFIC PURPOSE AT BANGKOK INTERNATIONAL AIRPORT DURING THE DECLARED PEAK HOURS. RESTRICTION DURING PEAK HOURS FROM 1500 TO 1700Z SHALL BE STRICTLY IMPOSED ON NONSCHEDULED B-747 TO LAND WITH ANY PURPOSES. (AIC 1/81)

ZAMBIA

LUSAKA FIR NON-SCHEDULED FLIGHTS: THE ZAMBIAN AIRSPACE IS NOW OPEN TO ALL NONSCHEDULED FLIGHTS EXCEPT WESTERN PROVINCE. THOSE OPERATORS WISHING TO OPERATE INTO OR OVERFLY WESTERN PROVINCE OF ZAMBIA MUST APPLY TO THE COMMANDER ZAMBIA NATIONAL DEFENSE FORCES GIVING 10 DAYS PRIOR NOTICE AND APPROVAL MUST BE RECEIVED BY THE APPLICANT BEFORE FLIGHT IS UNDERTAKEN.

THE APPLICATION MUST INCLUDE THE FOLLOWING:

A. PILOTS NAME;
B. OPERATORS NAME AND ADDRESS;
C. TYPE OF AIRCRAFT AND REGISTRATION;
D. ROUTE OR AREA OF OPERATION; AND
E. PURPOSE OF FLIGHT DATES, TIMINGS, ETC.

ALL APPLICATIONS ARE DIRECTED TO THE COMMANDER Z.N.D. FORCES. (II 5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

CANARY ISLANDS

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, BECAUSE OF INCIDENTS IN THE WESTERN SAHARA REGION ON JANUARY 21 AND FEBRUARY 21, 1985, RESULTING IN AIRCRAFT DOWNINGS WHICH WERE MOST LIKELY CAUSED BY SURFACE TO AIR MISSLE FIRINGS, IT IS STRONGLY RECOMMENDED THAT FLIGHTS MAINTAIN A MINIMUM ALTITUDE OF 20,000 FEET IN THAT AREA OF THE CARARYS FLIGHT INFORMATION REGION (FIR) OVER THE LAND MASS OF THE WESTERN SAHARA SOUTH OF 26 DEGREES NORTH LATITUDE AND FOR A DISTANCE OF FIVE NAUTICAL MILES OUT TO SEA PARALLEL TO THE SAHANAR COAST. FOR FLIGHTS OPERATING TO OR FROM DAKHLA (EX VILLA CISNEROS) - 20 DEGREES, FIFTY-FOUR MINUTES NORTH LATITUDE; 17 DEGREES 4 MINUTES WEST LONGITUDE, RECOMMEND ALL DESCENTS BE MADE FROM SEAWARD AND CLIMB TO SEAWARD UNTIL PASSING 20,000 FEET OR UNTIL PASSING MORE THAN FIVE NAUTICAL MILES FROM THE COAST. (DOS 086863 3/85)

CHAD

ALL CHADIAN AIRSPACE NORTH OF A LINE RUNNING FROM ABECHE (13-49N 20-49E) TO MASSAKORY (13-00N 15-44E) AND EXTENDING TO BOTH CHAD'S EASTERN AND WESTERN BORDERS ARE RESTRICTED. THE FOLLOWING SECTIONS OF INTERNATIONAL AIRWAYS NO LONGER ARE APPROVED FOR USE: ROUTE UA 607/A 607 FROM BAGAR TO BOLBE, ROUTE UA 403/A 403 FROM SEMOK TO DEPOS, AND ROUTE UG 655 FROM GARIN TO KOLBA. THERE ARE NO RESTRICTIONS ON FLIGHT ACTIVITY SOUTH OF THE ABECHE-MASSAKORY LINE.

COLOMBIA

THE GOVERNMENT OF COLOMBIA HAS A RESTRICTED AIR TRAFFIC ZONE OVER MOST OF THE SANTA MARTA MOUNTAINS, ALL OF THE STATE OF GUAJIRA, AND ALL TERRITORIAL WATERS NORTH OF THESE AREAS (12NM FROM THE COAST LINE). THE ZONE EXTENDS TO AN ALTITUDE OF 7,000 FEET, EXCEPT OVER THE MOUNTAINS, WHERE IT EXTENDS TO 20,000 FEET. PILOTS FORCED TO ENTER THIS REGION SHOULD NOTIFY COLOMBIAN CIVIL AVIATION AUTHORITIES IN ADVANCE AND BE PREPARED TO PROPERLY IDENTIFY THEMSELVES, THEIR AIRCRAFT, AND BE ABLE TO JUSTIFY A FORCED LANDING. IT IS MANDATORY THAT ANY PILOT TRANSITTING THIS AREA HAVE PERMISSION AND FLIGHT PLAN ON FILE AT LEAST 24 HOURS IN ADVANCE OF ENTERING COLOMBIAN AIRSPACE. (DOS 5/83)

NICARAGUA

THE GOVERNMENT OF NICARAGUA IS TIGHTENING ITS REGULATIONS REGARDING COMMERCIAL, PRIVATE AND MILITARY FLIGHTS INTO THEIR COUNTRY. PILOTS PLANNING FLIGHTS TO NICARAGUA SHOULD ASSURE THAT ENTRY, OVERFLIGHT AND LANDING AUTHORIZATION HAVE BEEN OBTAINED FROM THE APPROPRIATE AVIATION AUTHORITY PRIOR TO DEPARTURE AND THAT WHEN OPERATING WITHIN THEIR AIRSPACE STRICTLY COMPLY WITH THOSE REGULATIONS RELATING TO THE FLIGHT AND MANEUVER OF THE AIRCRAFT. (DOS 6/81)

THE GOVERNMENT OF NICARAGUA HAS IMPOSED A 10 MILE WIDE CORRIDOR. AIRWAY B4 HAS BEEN COMBINED WITH A1 AND RUNS APOPA-ANAPO-ARLEN (1159N-8659W)-MGA. ARIEN IS AT A BEARING OF 246 DEGREES FROM MANAGUA. AIR TRAFFIC ENTERING OR EXITING COSTA RICA VIA NICARAGUA MUST FLY OVER LOS CHILES IN NORTHERNMOST COSTA RICA. THE CORRIDOR IS CONNECTED TO MANAGUA. (DOS 5/23/84)

PANAMA

THE PANAMANIA DIRECTORATE OF CIVIL AVIATION (DAC) HAS CHANGED THE LANDING REQUIREMENTS FOR GENERAL AVIATION AIRCRAFT LANDING IN PANAMA. DUE TO DRUG TRAFFICKERS WHO MAY BE USING PANAMA TO FERRY ILLEGAL DRUGS TO THE UNITED STATES, PRIOR PERMISSION MUST BE OBTAINED FOR ALL PRIVATE AIRCRAFT LANDING IN PANAMA. (DOS 7/85)

WEST INDIES - ASSOCIATED STATES

TURKS AND CAICOS ISLANDS: CHARTER, COMMERCIAL AND FREIGHT AIRCRAFT REQUIRE 24 HOURS PRIOR PERMISSION TO LAND. ADDRESS TO: TELEX: 8227, CHIEFMIN TO. (FAA)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

GENERAL

COORDINATED UNIVERSAL TIME (UTC)

INTERNATIONAL DATE/TIME GROUP CHANGE. EFFECTIVE 0001 UTC DECEMBER 19, 1985, THE UNITED STATES WILL ADOPT PROVISIONS CONTAINED IN ICAO AERONAUTICAL INFORMATION SERVICES (AIS) ANNEX 15 AMENDMENT 25 PERTAINING TO DATE/TIME GROUPS ON ALL INTERNATIONAL CLASS I NOTAM(S).

EXAMPLE:

PRESENTLY.........B) 13021900 C) 15022300

13 = DAY 02 = MONTH 19 = HOUR 00 = MINUTES

WILL BE CHANGED TO READ.......B) 02131900 C) 02152300

02 = MONTH 13 = DAY 19 = HOUR 00 = MINUTES

(A0056/85 KFDC)

NORTH ATLANTIC

POSITION REPORTING PROCEDURE

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION:

1. THE FOLLOWING REVISED POSITION REPORTING PROCEDURE REQUIRING THE INCLUSION OF AN ADDITIONAL ITEM (ITEM H) IN THE POSITION REPORT, WILL BE IMPLEMENTED ON A TRIAL BASIS BY GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK OACS, IN ORDER TO PROVIDE FOR EARLIEST POSSIBLE DETECTION OF MISUNDERSTANDINGS REGARDING THE ROUTE TO BE FOLLOWED BY AIRCRAFT IN THE NAT REGION AND ADJACENT TRANSITION AREAS.

2. EFFECTIVE 0900 GMT ON 20 NOVEMBER 1979, AIRCRAFT ENTERING, OPERATING WITHIN, OR LEAVING THE OCEANIC CONTROL AREAS OF GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK WILL TRANSMIT THE FOLLOWING ELEMENTS OF INFORMATION IN POSITION REPORTS TO THE APPROPRIATE OCEANIC CONTROL CENTRE:

   A. THE WORD "POSITION";
   B. AIRCRAFT IDENTIFICATION;
   C. PRESENT POSITION;
   D. TIME OVER PRESENT POSITION (HOURS AND MINUTES);
   E. PRESENT FLIGHT LEVEL;
   F. ESTIMATED POSITION ON ASSIGNED ROUTE;
   G. TIME FOR ESTIMATED POSITION (HOURS AND MINUTES);
   H. NEXT POSITION ON ASSIGNED ROUTE;
   I. ANY FURTHER INFORMATION, D.C., AIREP DATA OR COMPANY MESSAGE.

SPOKEN EXAMPLE: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

WRITTEN EXAMPLE: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: IN VIEW OF THE CURRENT ENERGY SITUATION, THE FOLLOWING POINTS ARE BROUGHT TO THE ATTENTION OF NAT PILOTS WITH A VIEW TO ENSURING THAT EACH AIRCRAFT IS OPERATED AS CLOSE AS POSSIBLE TO ITS OPTIMUM FLIGHT LEVEL AND MACH NUMBER.

1. PILOTS SHOULD REQUEST A CHANGE OF FLIGHT LEVEL OR MACH NUMBER WHENEVER THIS WOULD IMPROVE THE OPERATING EFFICIENCY OF THE AIRCRAFT. REFUSALS, DUE TO OTHER TRAFFIC, SHOULD NOT DETER PILOTS FROM CONTINUING TO MAKE SUCH REQUESTS.

2. WHEN CIRCUMSTANCES RENDER THIS FEASIBLE, CONTROLLERS WILL ASK ANOTHER AIRCRAFT TO ACCEPT A HIGHER FLIGHT LEVEL OR CHANGE OF MACH NUMBER IN ORDER TO FACILITATE CLEARANCES FOR AIRCRAFT WHICH WOULD OTHERWISE EXPERIENCE A SIGNIFICANT PENALTY. IN AGREEING TO SUCH A REQUEST, PILOTS WILL CONTRIBUTE TO THE OVERALL ECONOMY IN FUEL USED.

3. WHERE POSSIBLE, PILOTS SHOULD GIVE ADVANCE WARNING OF A REQUEST; E.G., IF A WESTBOUND FLIGHT WISHES TO CLIMB AT 30° W, IT WILL ASSIST THE CONTROLLER IF THE REQUEST IS MADE WITH THE 20° W POSITION REPORT.

SPECIAL NOTICE WEATHER REPORTING IN NORTH ATLANTIC

EFFECTIVE SEPTEMBER 1, 1983 AN INCREASED WEATHER REPORTING REQUIREMENT FOR TRANS-ATLANTIC FLIGHTS WILL BE INTRODUCED ON A TRIAL BASIS. THE PURPOSE OF THE TRIAL IS TO ESTABLISH THE PRACTICALITY OF IMPROVING THE ACCURACY OF METEOROLOGICAL FORECASTS BY MEANS OF ENHANCED AIRCRAFT REPORTS.

THE AIRCRAFT OBSERVATIONS AND REPORTS REQUIRED FOR THE TRIAL PERIOD ARE:

ALL AIRCRAFT FLYING IN THE GANDER OCEANIC, SHANWICK OCEANIC, NEW YORK OCEANIC, AND SANTA MARIA OCEANIC FLIGHT INFORMATION REGIONS BETWEEN NORTH AMERICA AND EUROPE, IN EITHER DIRECTION, SHALL MAKE, RECORD, AND REPORT ROUTINE METEOROLOGICAL OBSERVATIONS AT EACH DESIGNATED REPORTING POINT AND AT THE INTERMEDIATE MID-POINT BETWEEN SUCH REPORTING POINTS, EXCEPT THAT:

1.) THE MID-POINT OBSERVATION SHALL NOT BE THE SUBJECT OF A SPECIAL REPORT, BUT WILL BE RETAINED FOR TRANSMISSION AT THE NEXT DESIGNATED REPORTING POINT, AND
2.) AIRCRAFT CLEARED ON AN ORGANIZED TRACK SHALL BE REQUIRED TO MAKE, RECORD, AND REPORT ROUTINE OBSERVATIONS ONLY WHEN SO DESIGNATED AT THE TIME OF RECEIVING THEIR OCEANIC CLEARANCE.

THE FORMAT TO BE USED FOR REPORTING THE ADDITIONAL OBSERVATIONS SHALL BE BY REFERENCE TO THE LATITUDE (DEGREES AND MINUTES) AND LONGITUDE (DEGREES ONLY) OF THE INTERMEDIATE MID-POINT. EXAMPLE:

POS TW 760 62N 040W 0815
F410 61N 030W 0848 60N 020W NEXT MS56
220/55 6230N 045W MS 60 270/80

THE PERIOD OF THE TRIAL IS NOT FIXED. IN THE EVENT THAT PROBLEMS OF FREQUENCY CONGESTION, ETC., ARISE, THE TRIAL WOULD BE CURTAILED. ALTERNATELY, SUCCESSFUL OPERATION WILL ENABLE THE TRAIL PROCEDURES TO BE ADOPTED ON A PERMANENT BASIS.

SPECIAL NOTICE - NEW YORK VOLMET

NEW YORK VOLMET FREQUENCY 13270 KHZ BROADCASTS FROM 1 HOUR BEFORE SUNRISE TO 1 HOUR AFTER SUNSET. FREQUENCY 3485 KHZ BROADCASTS FROM 1 HOUR AFTER SUNSET TO 1 HOUR BEFORE SUNRISE. THE NEW YORK VOLMET CONTINUES ITS 24 HOUR-A-DAY BROADCAST ON FREQUENCIES 6604 KHZ AND 10051 KHZ. (FAA)

ATLANTIC AREA LORAN-C INFO: THE CURRENT OPERATIONAL STATUS OF ALL ATLANTIC AREA LORAN-C STATIONS IS AVAILABLE FROM THE FIVE COORDINATOR'S OF CHAIN OPERATIONS (COCO'S). THE COCO MONITORS THE DAY-TO-DAY OPERATIONS OF THE LORAN-C CHAIN AND PROVIDES INFORMATION WITH A RECORDED TELEPHONE ANNOUNCEMENT OR RESPONDS TO QUERIES DIRECTED TO THE COCO PERSONALLY. PERTINENT TELEPHONE NUMBERS FOLLOW:

A. COCO GREAT LAKES (8970) AND NORTHEAST (9960) CHAINS IS LOCATED AT LORAN STATION SENECA, N.Y. RECORDED ANNOUNCEMENT: (607) 869-5395. COCO: (607) 869-1334, FTS 957-5334.

B. COCO CANADIAN EASTCOAST (5930) AND LABRADOR SEA (7930) CHAINS IS LOCATED AT LORAN MONITOR STATION ST. ANTHONY NFLD CANADA. RECORDED ANNOUNCEMENT: (709) 454-3261. COCO: (709) 454-2392.

C. COCO SOUTHEAST (7980) CHAIN IS LOCATED AT LORAN STATION MALONE.

D. IF ADDITIONAL INFORMAYION IS REQUIRED AFTER CONTACTING COCO'S, CONTACT THE CHAIN MANAGER AT GOVERNORS ISLAND, N.Y.: (212) 668-7880 OR FTS 664-7880.

E. SCHEDULED LORAN-C OFF-AIR TIMES ARE PUBLISHED BY NOTIFICATIONS OR ANNOUNCEMENTS IN LOCAL NOTICE TO MARINERS, CANADIAN COAST GRUAD NOTICES TO SHIPPING (NOTSHIP'S), AND ON THE PRERECORDED SERVICE FOR THE PERTINENT CHAIN. IN MANY CASES, SCHEDULED OUTAGES ARE PRECEEDED BY A COAST GUARD MARINE RADIO BROADCAST IN THE AREA WHERE THE COVERAGE WILL BE AFFECTED.

F. FOR BETTER SERVICE OF ANY REQUEST FOR OPERATIONS DATA (E.G., TO CHECK ON A SUSPECTED LORAN-C SYSTEM ABNORMALITY), PLEASE SUPPLY THE RATE AND DATE/TIME OF THE EVENT YOU WISH TO REPORT. THIS WILL ENABLE COORDINATOR OF CHAIN OPERATIONS TO QUICKLY CHECK THE RECORDS FOR THE PERIOD IN QUESTION AND GIVE A MORE EXACT ANSWER.

1. PACIFIC AREA LORAN-C INFO: INFORMATION CONCERNING CENTRAL PACIFIC (4990), CANADIAN WEST COAST (5990), NORTHWEST PACIFIC (9970), AND NORTH PACIFIC (9990) CHAINS MAY BE OBTAINED FROM THE REGIONAL MANAGER IN SAN FRANCISCO, CA AT (415) 437-3224.

2. EUROPEAN LORAN-C INFO: INFORMATIN CONCERNING THE ICELANDIC (9980), NORWEGIAN SEA (7970), AND THE MEDITERREANEAN SEA (7990) CHAINS MAY BE OBTAINED FROM THE CHAIN MANAGER AT U.S. COAST GUARD ACTIVITIES EUROPE, LONDON, UK AT 011-44-1-409-4758.

3. OMEGA: SUMMARY STATUS AND PROPAGATION ANOMALY NOTIFICATIONS ARE BROADCAST FROM WWV, FORT COLLINS, CO AT 16 MINUTES AFTER EACH HOUR. OTHER INFORMATION SOURCES ARE LISTED BELOW:

A. COAST GUARD ONSOD, WASHINGTON, D.C. (RECORDED ANNOUNCEMENT): (202) 245-0298 OR FTS 245-0298.

B. U.S. NAVAL OBSERVATORY (USNO) (AUTOMATED DATA SERVICE): (202) 653-1079 OR FTS 653-1079. FULL DUPLEX, EVEN PARITY 300 OR 1200 BAUD, ASCII.

C. IF ADDITIONAL INFORMATION IS REQUIRED, CONTACT THE OMEGA WATCHSTANDER AT ONSOD WASHINGTON, D.C.: (202) 243-0228 OR FTS 245-0228.

CARIBBEAN

SPECIAL NOTICE - CARIBBEAN

ROCK SOUND BAHAMAS RADIO BEACON (RSD) AND HAVANA CUBA RADIO BEACON (UHA) BOTH OPERATE ON FREQUENCY 348KHZ. BE ALERT FOR POSSIBLE INTERFERENCE. (FAA)

THE U.S. DEPARTMENT OF TRANSPORTATION WILL BE FLYING A LARGE WEATHER BALLOON OF 90 FEET IN LENGTH AT HEIGHTS UP TO 2500 FEET AT VARIOUS LOCATIONS IN THE CARIBBEAN, GULF OF MEXICO, AND FLORIDA WATERS. THIS BALLOON WILL BE TETHERED TO A SHIP; AIRMEN ARE ADVISED TO STAY CLEAR OF THE TETHER AS WELL AS THE BALLOON. THE BALLOON WILL USUALLY BE SEVERAL MILES AT SEA EXCEPT WHEN IT IS IN TRANSIT TO TEST SITES OR PULLING INTO DOCK, AT WHICH TIMES, THE BALLOON WILL BE FLOWN AT HEIGHTS FROM 150 TO 500 FEET. LOCAL CONTROL TOWERS WILL BE NOTIFIED BY THE COAST GUARD IN THE EVENT OF BALLOON FLIGHTS NEAR THEIR AIRPORTS. THE BALLOON AND TETHER WILL BE WELL MARKED BY STROBE LIGHTS AND FLAGS TO ASSURE VISIBILITY. (MIAMI FSS 6/29/84)

U.S. OVERLAND/OCEANIC NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. TEN MINUTES LONGITUDINAL SEPARATION MAY BE APPLIED BETWEEN TURBOJET AIRCRAFT TRANSITING ATS ROUTE B14 BETWEEN THE NEW YORK, MIAMI AND SAN JUAN OCEANIC CONTROL AREAS AND ALSO ON ATS ROUTES A25, A20 A21, AND A23 BETWEEN THE NEW YORK AND SAN JUAN OCEANIC CONTROL AREAS. THE USE OF 10 MINUTES LONGITUDINAL SEPARATION IS AUTHORIZED WITH ADHERENCE TO THE CRITERIA CONTAINED IN ATTACHMENT H TO ICAO DOC. 4444-RAC/501/10, PANSRAC, AND THE REGIONAL SUPPLEMENTARY PROCEDU[illegible] SPECIFICALLY, 10 MINUTES LONGITUDINAL SEPARATION MAY BE USED BETWEEN TURBOJET AIRCRAFT FLYING AT THE SAME ALTITUDE/FLIGHT LEVEL PROVIDING THE FOLLOWING CONDITIONS ARE MET:

1. THE AIRCRAFT CONCERNED HAVE REPORTED OVER THE SAME ENTRY POINT INTO OCEANIC CONTROL AIRSPACE AND WILL FLY THE SAME TRACK OR CONTINUOUSLY DIVERGING TRACKS.
2. THE PRECEDING AIRCRAFT IS MAINTAINING A SPEED OF AT LEAST MACH 0.03 GREATER THAN THAT OF THE FOLLOWING AIRCRAFT. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: FLIGHTS IN OCEANIC AIRSPACE MUST BE CONDUCTED UNDER INSTRUMENT FLIGHT RULES (IFR) PROCEDURES WHEN OPERATING:

A. BETWEEN SUNSET AND SUNRISE;

B. AT OR ABOVE FLIGHT LEVEL (FL) 60 WHEN OPERATING WITHIN THE NEW YORK, OAKLAND, ANCHORAGE AND HONOLULU FLIGHT INFORMATION REGIONS (FIRS); OR

C. ABOVE FL 180 WHEN OPERATING WITHIN THE MIAMI AND HOUSTON FIRS AND IN THE SAN JUAN CONTROL AREA.

FLIGHTS BETWEEN THE EAST COAST OF THE U.S. AND BERMUDA OR CARIBBEAN TERMINALS AND TRANSVERSING THE NEW YORK FIR AT OR ABOVE 5,500 FT. MSL SHOULD BE ESPECIALLY AWARE OF THIS REQUIREMENT. (FAA)

SPECIAL NOTICE: IF THE PILOT OF AN AIRCRAFT OPERATING IN INTERNATIONAL AIRSPACE UNDER U.S. JURISDICTION AND EQUIPPED WITH A CODED RADAR BEACON TRANSPONDER EXPERIENCES A LOSS OF TWO-WAY RADIO CAPABILITY, HE SHOULD:

A. ADJUST HIS TRANSPONDER TO REPLY ON MODE A/3, CODE 7700 FOR A PERIOD OF 1 (ONE) MINUTE;

B. THEN CHANGE TO CODE 7600 AND REMAIN ON 7600 FOR A PERIOD OF 15 MINUTES OR THE REMAINDER OF THE FLIGHT WHICHEVER OCCURS FIRST;

C. REPEAT STEPS A. AND B., AS PRACTICABLE.

THE PILOT SHOULD UNDERSTAND THAT HE MAY NOT BE IN AN AREA OF RADAR COVERAGE. MANY RADAR FACILITIES ARE ALSO NOT PRESENTLY EQUIPPED TO AUTOMATICALLY DISPLAY CODE 7600 AND WILL INTERROGATE 7600 ONLY WHEN THE AIRCRAFT IS UNDER DIRECT RADAR CONTROL AT THE TIME OF RADIO FAILURE. HOWEVER, REPLYING ON 7700 FIRST INCREASES THE PROBABILITY OF EARLY DETECTION OF A RADIO FAILURE CONDITION. (FAA)

SPECIAL NOTICE--INSTRUCTIONS FOR USING FAA FORM 7233-4. INTERNATIONAL FLIGHT PLAN FORM: AMENDMENT 6 (APPLICABLE NOVEMBER 21, 1985) TO ICAO DOC 4444 SPECIFIES SEVERAL CHANGES IN ICAO INTERNATIONAL FLIGHT PLAN FORMAT. FAA WILL ACCEPT THE NEW ICAO FORMAT, EXCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS. THEREFORE, TO COMPLY AS CLOSELY AS POSSIBLE WITH AMENDMENT 6, THE FOLLOWING ADDITIONAL PROCEDURES WILL APPLY BEGINNING NOVEMBER 21 WHEN USING FAA FORM 7233-4:

1. FAA FORM 7233-4, ITEM 13 HAS A SPACE FOR FIR BOUNDARIES AND ESTIMATED TIMES. FAA REQUIRES FILED FIR BOUNDARIES AND ESTIMATED TIMES. HOWEVER, PUT THAT INFORMATION IN ITEM 18. OTHER INFORMATION, AS SPECIFIED IN ICAO FORMAT.

2. CONCERNING FAA FORM 7233-4, ITEM 15, THE U.S. AIR TRAFFIC SERVICE DOES NOT ACCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS.

3. IN ITEM 17, IN THE SECTION LABELED ETA, INSTEAD PUT TOTAL ESTIMATED ELAPSED TIME (TOTAL EET).

THE PRESENT SUPPLY OF FAA FORM 7233-4 WILL BE USED UNTIL EXHAUSTED AND REPLACED BY A NEW REVISED FAA INTERNATIONAL FLIGHT PLAN FORM.

ANCHORAGE CTA/FIR

SPECIAL NOTICE -- NAVIGATION WARNING: U.S. AIRCRAFT FLYING BETWEEN ALASKA AND JAPAN ARE CAUTIONED OF THE ABSOLUTE NECESSITY OF REMAINING OVER INTERNATIONAL WATERS AT ALL TIMES IN ORDER TO AVOID DANGEROUS CONSEQUENCES WHICH COULD RESULT FROM UNAUTHORIZED OVERFLIGHT OF SOVIET TERRITORY. RECOGNITION THAT MANY FLIGHT TRACKS ON THIS ROUTE PROVIDE MINIMUM SEPARATION FROM SOVIET AIRSPACE FURTHER EMPHASIZES THE NEED FOR ALL PILOTS TO USE ALL EXISTING NAVIGATIONAL CAPABILITY. THE FAA THEREFORE RECOMMENDS THAT ALL PILOTS FLYING BETWEEN ALASKA AND JAPAN TAKE UTMOST PRECAUTIONS TO AVOID FLYING OVER SOVIET TERRITORY. PILOTS AND OPERATORS OF SMALL AIRCRAFT PERFORMING BEAR HUNTING FLIGHTS OR OTHER TYPES OF FLIGHT IN THE BERING STRAIT AREA ARE ALSO URGED TO TAKE UTMOST PRECAUTION TO AVOID ANY OPERATION IN USSR AIRSPACE.(FAA)

SPECIAL NOTICE - TO CLARIFY ENROUTE COMMUNICATIONS PROCEDURES AND DOCUMENT THOSE NOW GENERALLY EMPLOYED IN SUPPORT OF FLIGHT OPERATIONS IN THE ANCHORAGE ARCTIC CTA/FIR BEYOND LINE OF SIGHT RANGE OF REMOTE CONTROL VHF AIR/GROUND FACILITIES OPERATED FROM THE ANCHORAGE ACC. FLIGHT CREWS OPERATING AIRCRAFT IN THAT AIRSPACE UNDER THOSE CIRCUMSTANCES ARE EXPECTED TO MAINTAIN COMMUNICATIONS WITH CAMBRIDGE BAY RADIO AND A LISTENING OR SELCAL WATCH ON HF FREQUENCIES OF NORTH ATLANTIC DELTA NAT D NETWORK, VIZ. 2971, 4675, 8891, 11279 KHZ. CAMBRIDGE BAY RADIO WILL ACCOMPLISH NECESSARY RELAY BETWEEN ENROUTE AIRCRAFT AND THE ANCHORAGE CENTER. ADDITIONALLY AND IN VIEW OF REPORTED MARGINAL RECEPTION OF HONOLULU PACIFIC VOLMET BROADCAST IN THAT AND ADJACENT CANADIAN AIRSPACE, CAMBRIDGE BAY RADIO CAN PROVIDE ANCHORAGE AND FAIRBANKS SURFACE OBSERVATIONS AND TERMINAL FORECASTS TO FLIGHT CREWS ON REQUEST. (FAA)

MIAMI CTA/FIR

MIAMI ARTCC: AIRCRAFT ON IFR FLIGHT PLANS ENTERING THE MIAMI CTA/FIR AT FL 240 AND ABOVE FROM THE HAVANA CTA/FIR ARE REQUESTED TO ESTABLISH COMMUNICATIONS WITH MIAMI CENTER AT LEAST 10 MINUTES PRIOR TO THE BOUNDARY ON THE FOLLOWING FREQUENCIES: B646, G448--132.2 VHF AND 306.9 UHF; A301, G437 AND R628--128.75 VHF AND 270.3 UHF. AIRCRAFT ON IFR FLIGHT PLAN ENTERING MIAMI CTA/FIR FROM PORT 'AU' PRINCE OR SANTO DOMINGO CTA/FIR CONTACT MIAMI ARTC CENTER ON 132.3/307.2 AT LEAST TEN (10) MINUTES PRIOR TO REACHING MIAMI CTA/FIR BOUNDARY FOR ATC CLEARANCE. (FAA)

SPECIAL NOTICE - MIAMI OCEANIC CTA. EFFECTIVE IMMEDIATELY, AIR TRAFFIC PROPOSING OPERATION IN THE MIAMI OCEANIC CTA EAST OF 80 DEGREES WEST AND SOUTH OF 30 DEGREES NORTH, AT AND ABOVE FL240 BETWEEN 1200Z AND 0000Z, SHOULD EXPECT ROUTING VIA ESTABLISHED AIRWAYS OR APPROVED PART 95 ROUTES.

ALSO, DURING THE SAME PERIOD, A555 BETWEEN ZBB NDB AND GT NDB, AT AND ABOVE FL240, WILL BE RESERVED FOR NORTHWEST BOUND TRAFFIC ONLY.

AIRCRAFT PROPOSING FLIGHT SOUTHEASTWARD ON THAT PORTION OF A555, AT OR ABOVE FL240, CAN EXPECT ROUTING VIA ZBV, BR55V, COBBL, BR1L GT.

THIS ROUTING WILL BE REFERRED TO AS THE MISAN ROUTE. DURING THE PERIOD 1200Z TO 0000Z, THAT PORTION OF BR1L COMPRISING THE MISAN ROUTE WILL BE RESERVED FOR SOUTHEAST BOUND TRAFFIC ONLY. (FAA 1/85)

SPECIAL NOTICE - MIAMI OCEANIC CTA MIAMI ARTCC IS UTILIZING A SECONDARY RADAR SYSTEM FROM AN ANTENNA LOCATED ON THE ISLAND OF GRAND TURK BRITISH WEST INDIES. IFR AIRCRAFT WITHIN 200 NAUTICAL MILES OF THE ANTENNA ABOVE FL240 CAN EXPECT RADAR SEPARATION FROM OTHER IFR AIRCRAFT. RADAR SEPARATION WILL BE UTILIZED BELOW FL240 FOR THOSE PARTICIPATING AIRCRAFT WITHIN THE ANTENNA COVERAGE. THERE IS NO PRIMARY RADAR DATA OR WEATHER INFORMATION AVAILABLE FROM THIS SYSTEM. SOME OVERLAP BETWEEN THIS ANTENNA AND THE PICO DEL ESTE, PUERTO RICO ANTENNA IS AVAILABLE AT AND ABOVE FL240. OVERLAPPING COVERAGE WEST OF GRAND TURK IS NOT YET AVAILABLE. SINCE RADAR SEPARATION IS DEPENDENT UPON THE RECEIPT OF A TRANSPONDER RETURN, ALL AIRCRAFT WITHIN THE 200 NM COVERAGE OF THE SYSTEM ARE REQUIRED TO UTILIZE TRANSPONDER CODES AS ASSIGNED BY ATC OR THE APPROPRIATE STRATUM CODE.

AIRCRAFT DEPARTING AND OVERFLYING THE SANTO DOMINGO AND PORT AU PRINCE FIRS CAN EXPECT ATC ASSIGNED CODES FROM THOSE AGENCIES. INITIAL CALL UP TO MIAMI CENTER PRIOR TO CROSSING THE CTA/FIR BOUNDARY WILL PERMIT EARLY RADAR IDENTIFICATION AND IS NECESSARY. RADAR FLIGHT FOLLOWING OF VFR AIRCRAFT WILL BE AVAILABLE ON A WORKLOAD PERMITTING BASIS. THE PRIMARY ATC FREQUENCY IS 132.3 AND 307.2. MIAMI CENTER IS COMMISSIONING A SECOND FREQUENCY PAIR 135.2 AND 327.0 FOR FUTURE USE. (FAA 92/85)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: THE ATTENTION OF PILOTS PLANNING FLIGHTS WITH THE NEW YORK OCEANIC FLIGHT INFORMATION REGION IS DIRECTED TO THE COMMUNICATION AND POSITION REPORTING REQUIREMENTS SPECIFIED IN THE FOLLOWING ICAO DOCUMENTS: ANNEX 2, PARAGRAPH 3.5.9; ANNEX 11, PARAGRAPH 6.1.2; PANS-RAC 4444, PART 11, PARAGRAPH 13, AND DOC 7030, PARAGRAPHS 4 AND 6. THE COMMUNICATIONS REQUIREMENTS FOR IFR FLIGHTS WITHIN THE NEW YORK OCEANIC CONTROL AREA ARE:

1. FUNCTIONING TWO-WAY RADIO COMMUNICATIONS EQUIPMENT CAPABLE OF COMMUNICATING WITH AT LEAST ONE APPROPRIATE GROUND STATION FROM ANY POINT ON THE ROUTE.
2. MAINTAIN A CONTINUOUS LISTENING WATCH ON THE APPROPRIATE RADIO FREQUENCY.
3. REPORT POSITIONS IN SPECIFIED CIRCUMSTANCES.

NOTE: HF COMMUNICATION IS REQUIRED FOR OCEANIC FLIGHT. THE ABILITY TO COMMUNICATE AT ANY POINT OF THE ROUTE IS NECESSARY FOR THE CONTROL PROCESS. INABILITY TO COMPLY IS IN VIOLATION OF THE REQUIREMENTS STATED ABOVE. NO VHF COMMUNICATIONS ARE AVAILABLE FOR POSITION REPORTING FOR FLIGHT THROUGH NEW YORK OCEANIC AIRSPACE. (FAA)

SPECIAL NOTICE--BERMUDA: THE NEW YORK AREA CONTROL CENTER HAS DELEGATED CONTROL AUTHORITY AND FLIGHT INFORMATION RESPONSIBILITY WITHIN A 180 NM RADIUS OF THE BERMUDA VOR AT FL 500 AND BELOW TO THE BERMUDA TERMINAL CONTROL AREA FACILITY (TCAF). THE BERMUDA TCAF USES POSITIVE RADAR CONTROL PROCEDURES WITHIN THE BERMUDA CONTROL AREA. CANCELLATION OF IFR FLIGHT AFTER ENTRY INTO THE CONTROL AREA IS NOT PERMITTED. ALL INBOUND TRANSPONDER EQUIPPED AIRCRAFT SHALL RESPOND ON MODE 3A, CODE 2100 UPON ENTRY INTO THE CONTROL AREA. NON-TRANSPONDER EQUIPPED AIRCRAFT OR AIRCRAFT WITH INOPERATIVE TRANSPONDER SHALL BE ASSIGNED SPECIFIC IFR FLIGHT LEVELS UPON ENTERING THE CONTROL AREA. ALL INTERNATIONAL FLIGHTS WHICH PLAN TO PENETRATE THE CONTROL AREA, MUST INCLUDE THE BERMUDA TCAF AS AN AFTN ADDRESSEE ON THE ICAO FILED FLIGHT PLAN. THE BERMUDA TCAF AFTN ADDRESS IS MXKFZQ. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: EFFECTIVE IMMEDIATELY ALL AIR CARRIERS, PRIVATE AND MILITARY USERS FLIGHT PLANNING TO OPERATE THROUGH THE NEW YORK OCEANIC CONTROL AREA SHALL, IN ACCORDANCE WITH ICAO DOCUMENT 7030, PARA 4 6, ADD NEW YORK OCEANIC CONTROL AS KZNYZQ AS AN ADDRESSEE. FOR THOSE FOLLOWING THIS PROCEDURE, PLEASE ENSURE THAT CORRECT CALL LETTERS ARE BEING USED. MANY FLIGHT PLANS ARE BEING DUPLICATED AND IN SOME CASES TRIPLICATED. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: SEE THE ENTRY FOR PANAMA IN THE SECTION TITLED FOREIGN NOTICES IN THIS PUBLICATION.

SAN JUAN CTA/FIR

SPECIAL NOTICE: ALL VFR AIRCRAFT ENTERING AND DEPARTING THE SAN JUAN FIR/CTA WILL PROVIDE SAN JUAN RADIO WITH AN ICAO FLIGHT PLAN. ALL AIRCRAFT MUST ESTABLISH 2 WAY COMMUNICATIONS WITH SAN JUAN ON 126.7, 122.2, 123.65 OR 255.4. COMMUNICATION CAN ALSO BE ESTABLISHED BY USING THE VOR FREQUENCY FOR RECEIVING AND TRANSMITTING ON 122.1 FOR BORINQUEN (BQN). MAYAGUEZ (MAZ), PONCE (PSE), ST. THOMAS (STT). THE ST. CROIX TRANSMITTING FREQUENCY TO USE IS 123.6. IF UNABLE TO CONTACT SAN JUAN RADIO THE PILOT IS RESPONSIBLE FOR NOTIFYING ADJACENT ATS UNITS AND REQUEST THAT A POSITION REPORT BE RELAYED TO SAN JUAN RADIO FOR SEARCH AND RESCUE PURPOSES AND FLIGHT FOLLOWING. THIS IS IN ACCORDANCE WITH ICAO DOC. 4444, PART II, PARA. 14.1.1, PARA. 14.1.4; PART VI, PARA. 1.2.1 AND PARA. 2.2.2, ANNEX 11, CHAPTER 6, PARA. 6.1.2.1, PARA. 5.1.1, PARA. 5.2.1, PARA. 5.2.2, PARA. 5.2.2.3, PARA. 5.3.2.4, PARA. 5.4.1. (FAA)

SPECIAL NOTICE--ALL IFR OR VFR AIRCRAFT LANDING AT PUERTO RICO INTERNATIONAL, ISLA GRANDE, HARRY S. TRUMAN, OR ALEXANDER HAMILTON AIRPORTS THAT REQUIRE CUSTOMS, CONTACT SAN JUAN IFSS ONE HOUR PRIOR TO LANDING AND REQUEST CUSTOMS BE ADVISED (ADCUS). ALSO INCLUDE ADCUS IN THE REMARKS SECTION OF THE FLIGHT PLAN. ADCUS SERVICE IS NOT AVAILABLE AT OTHER AIRPORTS IN THE SAN JUAN FIR. PILOTS ARE RESPONSIBLE FOR ADVISING CUSTOMS OF THEIR INTENDED ARRIVAL IN ACCORDANCE WITH PROCEDURES CONTAINED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL. (SAN JUAN IFSS 101200.)

HOUSTON CTA/FIR_MIAMI CTA/FIR_NEW YORK OCEANIC CONTRO

SPECIAL NOTICE: A LARGE SCALE METEOROLOGICAL STUDY WILL BE CONDUCTED FROM JANUARY 15 TO MARCH 15, 1986, IN THE OFFSHORE AIRSPACE ADJACENT TO THE UNITED STATES GULF AND EAST COASTS. THE PROJECT, KNOWN AS "GALE_GENESIS OF ATLANTIC LOW EXPERIMENT," WILL INVESTIGATE THE DEVELOPMENT OF EAST COAST STORMS WHICH PRESENT A SERIOUS FORECASTING PROBLEM. SOME 10 OR MORE AIRCRAFT WILL BE DEPLOYED TO FLY ROUTES AND FLIGHT PATTERNS WITHIN THE GALE PROJECT STUDY AREA. ACTIVITIES WILL INCLUDE DROPWINDSONDE RELEASES ALONG PREDETERMINED TRACKS IN THE UNITED STATES GULF AND ATLANTIC OFFSHORE AREAS BETWEEN 90 DEGREES WEST LONGITUDE AND 70 DEGREES WEST LONGITUDE. ALL DROPWINDSONDE RELEASES WILL OCCUR MORE THAN 60NM OFFSHORE. ACTUAL FLIGHT TIMES WILL DEPEND ON DEVELOPING STORM CONDITIONS. PILOTS OPERATING WITHIN THE GALE STUDY AREA MAY RECEIVE STATUS INFORMATION FROM THE APPROPRIATE ATC FACILITY. (FAA)

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INTERNATIONAL NOTICES TO AIRMEN

U.S. Department of Transportation
Federal Aviation Administration

TD 4.11:

FOREWORD

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION IS A BI-WEEKLY PUBLICATION CONTAINING SIGNIFICANT INTERNATIONAL NOTAM INFORMATION AND SPECIAL NOTICES WHICH MAY AFFECT A PILOT'S DECISION TO ENTER OR USE CERTAIN AREAS OF FOREIGN OR INTERNATIONAL AIRSPACE. THIS PUBLICATION COMPLEMENTS AND EXPANDS DATA CARRIED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL, AVAILABLE UPON SEPARATE SUBSCRIPTION. **ALL PILOTS SHOULD REVIEW THE FOREIGN AIRSPACE AND ENTRY RESTRICTIONS PUBLISHED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL DURING THE FLIGHT PLANNING PROCESS. FOREIGN AIRSPACE PENETRATION WITHOUT OFFICIAL AUTHORIZATION CAN INVOLVE BOTH DANGER TO THE AIRCRAFT AND THE IMPOSITION OF SEVERE PENALTIES AND INCONVENIENCE TO BOTH PASSENGERS AND CREW. A FLIGHT PLAN ON FILE WITH ATC AUTHORITIES DOES NOT NECESSARILY CONSTITUTE THE PRIOR PERMISSION REQUIRED BY CERTAIN OTHER AUTHORITIES. THE POSSIBILITY OF FATAL CONSEQUENCES CANNOT BE IGNORED IN SOME AREAS OF THE WORLD.**

THE INFORMATION CONTAINED IS DERIVED FROM INTERNATIONAL NOTAMS AND OTHER APPROPRIATE SOURCES. INTERNATIONAL NOTAMS ARE OF TWO TYPES, CLASS ONE INTERNATIONAL NOTAMS AND CLASS TWO INTERNATIONAL NOTAMS. CLASS ONE NOTAMS ARE THOSE NOTAMS DISSEMINATED VIA TELECOMMUNICATIONS. THESE NOTAMS ARE MADE AVAILABLE VIA TELECOMMUNICATIONS TO THE U.S. FLYING PUBLIC THROUGH THE INTERNATIONAL NOTAM OFFICE IN WASHINGTON, D.C., VIA THE LOCAL FLIGHT SERVICE STATIONS. CLASS TWO NOTAMS ARE NOTAMS DISSEMINATED VIA POSTAL SERVICES AND ARE NOT READILY AVAILABLE TO THE U.S. FLYING PUBLIC. THIS PUBLICATION COVERS NOTAM AND OTHER TEMPORARY, HAZARDOUS CONDITIONS WHICH ARE NOT READILY AVAILABLE TO THE FLYING PUBLIC AND INCLUDES INFORMATION ON RECORD AS OF 1200Z ON THE DATE APPEARING ON THE COVER. FOR LATEST INFORMATION, CONSULT CLASS I NOTAMS ISSUED BY TELECOMMUNICATIONS AT ANY FAA FLIGHT SERVICE STATION. THE FOREIGN NOTICES INCLUDED, ARE TO THE MAXIMUM EXTENT POSSIBLE, CARRIED AS ISSUED. THE ABBREVIATIONS USED ARE, IN MOST ALL INSTANCES, THOSE ABBREVIATIONS LISTED IN ICAO DOCUMENT DOC 8400. INFORMATION INCLUDED WILL INDICATE THE SOURCE FOLLOWING THE ENTRY. THIS WILL ASSIST THE USER IN ESTABLISHING THE CURRENCY OF THE INFORMATION CONTAINED, SHOULD HE SO DESIRE, WITH THE ORIGINATOR OF THE INFORMATION (SEE THE INTERNATIONAL FLIGHT INFORMATION MANUAL FOR FOREIGN NOTAM OFFICE AREAS OF RESPONSIBILITY AND FOR A LISTING OF FOREIGN NOTAM OFFICES WITH WHICH THE U.S. INTERNATIONAL NOTAM OFFICE EXCHANGES INFORMATION). INFORMATION SOURCES WILL BE INDICATED AS I OR II FOR CLASS ONE AND CLASS TWO NOTAMS, FOLLOWED BY THE NOTAM NUMBER; AIP FOR AERONAUTICAL INFORMATION PUBLICATION CHANGES, FOLLOWED BY THE AIP CHANGE NUMBER; AIC FOR AERONAUTICAL INFORMATION CIRCULAR, FOLLOWED BY THE AIC NUMBER; DOS FOR DEPARTMENT OF STATE ADVISORIES; AND FAA FOR FEDERAL AVIATION ADMINISTRATION.

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION GIVES WORLD WIDE COVERAGE IN EACH ISSUE. COVERAGE FOR THE U.S. AND ITS EXTERNAL TERRITORIES IS LIMITED AND NORMALLY WILL NOT INCLUDE DATA AVAILABLE ON DOMESTIC NOTAM CIRCUITS OR PUBLISHED IN OTHER OFFICIAL SOURCES AVAILABLE TO THE USER.

EACH ISSUE OF THIS PUBLICATION IS COMPLETE IN ITSELF AS FAR AS DATA OF A TEMPORARY NATURE IS CONCERNED. TEMPORARY DATA IS REPEATED IN EACH ISSUE UNTIL THE CONDITION CEASES TO EXIST. PERMANENT DATA WILL BE CARRIED UNTIL IT IS SUFFICIENTLY PROMULGATED OR IS AVAILABLE IN OTHER PERMANENT SOURCES. THESE ITEMS WILL BE PREFIXED BY A SOLID DOT (•) WHEN THEY ARE TO BE REMOVED FROM FUTURE EDITIONS. THIS WILL AID THE USER IN THE IDENTIFICATION OF THOSE PERMANENT ITEMS WHICH HE, THE USER, MAY WISH TO RETAIN FOR HIS OWN RECORDS. NEW ITEMS TO THIS PUBLICATION ARE IDENTIFIED BY UNDERSCORING THE FIRST LINE OF THE NEW ENTRY.

IN CARRYING OUT ITS EXPRESSED PURPOSE OF PROVIDING A NOTICE TO AIRMEN SERVICE, THIS PUBLICATION INCLUDES DATA ISSUED BY FOREIGN GOVERNMENTS. IT SHOULD BE CLEARLY UNDERSTOOD THAT THE PUBLICATION OF SUCH DATA IN NO WAY CONSTITUTES A LEGAL RECOGNITION OF THE INTERNATIONAL VALIDITY OF SUCH DATA. THE SCOPE OF THIS PUBLICATION PRECLUDES ANY ATTEMPT TO TABULATE ALL NOTAM DATA. WHILE EVERY EFFORT IS MADE TO PUBLISH ALL PERTINENT DATA, THE FEDERAL AVIATION ADMINISTRATION CANNOT ASSUME ANY LIABILITY FOR FAILURE TO PUBLISH ANY PARTICULAR ITEM.

COMMUNICATIONS WITH THE EDITORS OF THIS PUBLICATION, INCLUDING NOTIFICATION OF ERRONEOUS OR OBSOLETE DATA, SHOULD BE DIRECTED TO THE FEDERAL AVIATION ADMINISTRATION, FLIGHT INFORMATION AND OBSTRUCTIONS BRANCH (ATO-210), 800 INDEPENDENCE AVE., SW, WASHINGTON, D.C. 20591 (TELEPHONE 202-426-8790, 0800-1700 MONDAY-FRIDAY; OTHER TIMES CALL 202-426-3390). SUBSCRIPTIONS FOR THIS PUBLICATION SHOULD **NOT** BE FORWARDED TO THE FEDERAL AVIATION ADMINISTRATION. THIS PUBLICATION IS SOLD BY THE SUPERINTENDENT OF DOCUMENTS, U.S. GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C. 20402. ALL QUERIES CONCERNING YOUR SUBSCRIPTION OR PRICES SHOULD BE DIRECTED ONLY TO THE SUPERINTENDENT OF DOCUMENTS.

FOREIGN NOTICES

CARIBBEAN

SPECIAL NOTICE: SEE SPECIAL NOTICE UNDER CARIBBEAN IN THE INTERNATIONAL OCEANIC AIRSPACE NOTICE.

CUBA

AIRCRAFT ARRIVING FROM OR DEPARTING FOR CUBA MUST LAND AT OR DEPART FROM FORT LAUDERDALE-HOLLYWOOD AIRPORT.

IRAN -- PERSIAN GULF

THE IRANIAN AIRSPACE IS CLOSED TO UNITED STATES AIRCRAFT. FLIGHT PLAN AND LATEST INFORMATION REGARDING AIRCRAFT THAT FLY IN THE PORTION OF TEHRAN FIR OVER THE PERSIAN GULF SHOULD BE MADE AVAILABLE TO TEHRAN ACC EITHER DIRECTLY OR THROUGH BAHRAIN ACC OR BANDAR ABBASS, BUSHER ATC. AIRCRAFT THAT FAIL TO DO SO SHOULD REFRAIN FROM FLYING OVER AND IN THE VICINITY OF ANY INSTALLATION BELONGING TO ISLAMIC REPUBLIC OF IRAN. AREA CONTROL SERVICE PROVIDED BY TEHRAN ACC ALONG ATS 21 AND OTHER ATS ROUTES OVER THE PERSIAN GULF IS REDUCED TO FLIGHT INFORMATION SERVICE UNTIL FURTHER NOTICE DUE TO TEMPORARY DEFICIENCIES IN VHF COMMUNICATIONS. COMMUNICATIONS ARE AVAILABLE ON HF FREQUENCIES 13336, 8847, 5680, 5603 AND 6624KHZ AND VHF FREQUENCIES 134.1 AND 118.1MHZ. TEHRAN ASSUMES NO RESPONSIBILITY FOR THE PORTIONS OF ATS ROUTES R21 AND B56 WHICH ARE OVER THE HIGH SEAS. FLIGHTS MAY BE SUBJECT TO VISUAL IDENTIFICATION BY MILITARY AIRCRAFT ACCORDING TO ICAO REGULATIONS. OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD BE AWARE THAT THE FAA IS NOT A DIRECT RECIPIENT OF IRANIAN NOTAMS AND THAT THE ABOVE INFORMATION MAY NOT BE COMPLETE AND CURRENT. PILOTS PLANNING TO OPERATE IN THE PERSIAN GULF AREA SHOULD VERIFY NOTAMS WITH A FACILITY RECEIVING CURRENT NOTAM INFORMATION. DUE TO THE TENSIONS AND HOSTILITIES IN THE PERSIAN GULF AREA IT IS RECOMMENDED THAT OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD CONTINUE TO FLIGHT PLAN SO AS NOT TO FLY OVER THE PERSIAN GULF EAST OF AIRWAY B-55 OR NORTH OF AIRWAY A-55. (FAA FDC 4/334)

U.S.NAVAL FORCES IN THE PERSIAN GULF, STRAIT OF HORMUZ, GULF OF OMAN AND ARABIAN SEA (NORTH OF 20 DEGREES NORTH) ARE TAKING ADDITIONAL DEFENSIVE PRECAUTIONS AGAINST TERRORIST THREATS. AIRCRAFT AT ALTITUDES LESS THAN 2000 FT. AGL WHICH ARE NOT CLEARED FOR APPROACH/DEPARTURE TO OR FROM A REGIONAL AIRPORT ARE REQUESTED TO AVOID APPROACHING CLOSER THAN 5 NM TO U.S.NAVAL FORCES.

IT IS ALSO REQUESTED THAT AIRCRAFT APPROACHING WITHIN 5 NM ESTABLISH AND MAINTAIN RADIO CONTACT WITH U.S.NAVAL FORCES ON 121.5 MHZ VHF OR 243.0 MHZ UHF. AIRCRAFT WHICH APPROACH WITHIN 5 NM AT ALTITUDES LESS THAT 2000 FT. AGL WHOSE INTENTIONS ARE UNCLEAR TO U.S.NAVAL FORCES MAY BE HELD AT RISK BY U.S. DEFENSIVE MEASURES. THIS IS A JOINT USCINCPAC AND USCINCCENT NOTAM AFFECTING OPERATIONS WITHIN THEIR RESPECTIVE AREA OF RESPONSIBILITY. (112119 KFDC)

LEBANON

DUE TO SAFETY IN AIR COMMERCE AND AIR TRANSPORTATION, AND THE PUBLIC INTEREST, ALL U.S. AIR CARRIERS (PART 121/135/125) ARE PROHIBITED FROM OPERATING INTO BEIRUT INTERNATIONAL AIRPORT. (FAA RWA 5/106)

NETHERLANDS ANTILLES

PRINSES BEATRIX AIRPORT - ARUBA: DUE TO FREQUENT VIOLATION OF ARTICLE 29 OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION AND OF OUR NATIONAL LAWS AND REGULATIONS ON THE SAME SUBJECT, AIRMEN ARE ADVISED THAT STRICT INSPECTION OF AIRCRAFT DOCUMENTS AND CREW MEMBER LICENSES WILL BE CARRIED OUT AND THAT FAILURE TO CARRY VALID DOCUMENTS AND CERTIFICATES MAY RESULT IN LEGAL PROSECUTION. (II 18/82)

NICARAGUA

ALL NATIONAL AND FOREIGN REGISTERED AIRCRAFT PROVIDING SCHEDULED OR NON-SCHEDULED COMMERCIAL SERVICE OR GENERAL AVIATION SERVICE NEEDING TO REFUEL AT THE AUGUSTO C. SANDINO INTERNATIONAL AIRPORT SHALL MAKE ARRANGEMENTS TO DO SO WITH THE AIRPORT ADMINISTRATION, WHICH IS THE ONLY AGENCY AUTHORIZED TO PROVIDE THIS SERVICE.(II A4/85)

PANAMA

SPECIAL NOTICE: EN ROUTE IFR FLIGHTS OPERATING WITHIN THE PANAMA CTA AND OUTSIDE THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ARE REQUIRED TO ESTABLISH AND MAINTAIN COMMUNICATIONS WITH PANAMA RADIO. IFR ACFT ENTERING THE PANAMA CTA SHALL MAKE A STANDARD POSITION REPORT AT THE CTA BOUNDARY TO PANAMA ARTCC THROUGH PANAMA RADIO. PRIMARY AND ALTERNATE FREQUENCIES: PRIMARY 6649 KHZ, ALTERNATE 2944 KHZ WHEN OPERATING SOUTH OF 09-00N/TBG. PRIMARY 6577 KHZ, ALTERNATE 8918 KHZ WHEN OPERATING NORTH OF 09-00N/TBG. ADDITIONAL FREQUENCIES AVAILABLE ARE 5520 KHZ, AND 11396 KHZ. U.S. MILITARY FLIGHTS AND CIVIL ACFT UNABLE TO ESTABLISH COMMUNICATIONS WITH PANAMA RADIO MAY UTILIZE ALBROOK AIRWAYS ON USB FREQUENCIES 5710 KHZ 0200-1200Z, 6683 KHZ 0000-1400Z, 8993/11176 KHZ 24 HOURS DAILY, 15015 KHZ 1200-0200Z, 18019 KHZ 1400-2400. WHEN OPERATING WITHIN THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ENROUTE IFR AIRCRAFT ARE REQUIRED TO MAINTAIN DIRECT PILOT/CONTROLLER COMMUNICATIONS UTILIZING 125.5 OR 352.0 MHZ, ALTERNATES 120.3 OR 317.7 MHZ. ALL AIRCRAFT OPERATING WITHIN THE PANAMA CTA/FIR EQUIPPED WITH FUNCTIONING TRANSPONDER SHOULD SET TRANSPONDERS TO REPLY ON THE FOLLOWING MODES/CODES IN ACCORDANCE WITH TYPE OF FLIGHT PLAN AND ALTITUDE STRATUM. IFR AIRCRAFT BELOW FLIGHT LEVEL 200 MODE A/3 CODE 1100. AT AND ABOVE FLIGHT LEVEL 200 MODE A/3 CODE 2100. VFR AIRCRAFT, MODE A/3 CODE 1200. OTHER TRANSPONDERS REPLIES WILL BE ASSIGNED BY PANAMA ACC AS NECESSARY. (FAA)

THAILAND

BANGKOK INTERNATIONAL AIRPORT - PEAK HOURS: DUE TO CRITICAL AIR TRAFFIC SATURATION AT BANGKOK INTERNATIONAL AIRPORT, WITH IMMEDIATE EFFECT, PEAK HOURS AT BANGKOK INTERNATIONAL AIRPORT ARE FROM 0200 TO 0530Z, 1000 TO 1300Z AND FROM 1500 TO 1700Z. ALL FOREIGN INTERNATIONAL NONSCHEDULED AIRCRAFT SHOULD AVOID TO LAND WITH TRAFFIC PURPOSE AT BANGKOK INTERNATIONAL AIRPORT DURING THE DECLARED PEAK HOURS. RESTRICTION DURING PEAK HOURS FROM 1500 TO 1700Z SHALL BE STRICTLY IMPOSED ON NONSCHEDULED B-747 TO LAND WITH ANY PURPOSES. (AIC 1/81)

ZAMBIA

LUSAKA FIR NON-SCHEDULED FLIGHTS: THE ZAMBIAN AIRSPACE IS NOW OPEN TO ALL NONSCHEDULED FLIGHTS EXCEPT WESTERN PROVINCE. THOSE OPERATORS WISHING TO OPERATE INTO OR OVERFLY WESTERN PROVINCE OF ZAMBIA MUST APPLY TO THE COMMANDER ZAMBIA NATIONAL DEFENSE FORCES GIVING 10 DAYS PRIOR NOTICE AND APPROVAL MUST BE RECEIVED BY THE APPLICANT BEFORE FLIGHT IS UNDERTAKEN.

THE APPLICATION MUST INCLUDE THE FOLLOWING:

A. PILOTS NAME;
B. OPERATORS NAME AND ADDRESS;
C. TYPE OF AIRCRAFT AND REGISTRATION;
D. ROUTE OR AREA OF OPERATION; AND
E. PURPOSE OF FLIGHT DATES, TIMINGS, ETC.

ALL APPLICATIONS ARE DIRECTED TO THE COMMANDER Z.N.D. FORCES. (II 5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

CANARY ISLANDS

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, BECAUSE OF INCIDENTS IN THE WESTERN SAHARA REGION ON JANUARY 21 AND FEBRUARY 21, 1985, RESULTING IN AIRCRAFT DOWNINGS WHICH WERE MOST LIKELY CAUSED BY SURFACE TO AIR MISSLE FIRINGS, IT IS STRONGLY RECOMMENDED THAT FLIGHTS MAINTAIN A MINIMUM ALTITUDE OF 20,000 FEET IN THAT AREA OF THE CARARYS FLIGHT INFORMATION REGION (FIR) OVER THE LAND MASS OF THE WESTERN SAHARA SOUTH OF 26 DEGREES NORTH LATITUDE AND FOR A DISTANCE OF FIVE NAUTICAL MILES OUT TO SEA PARALLEL TO THE SAHANAR COAST. FOR FLIGHTS OPERATING TO OR FROM DAKHLA (EX VILLA CISNEROS) - 20 DEGREES, FIFTY-FOUR MINUTES NORTH LATITUDE; 17 DEGREES 4 MINUTES WEST LONGITUDE, RECOMMEND ALL DESCENTS BE MADE FROM SEAWARD AND CLIMB TO SEAWARD UNTIL PASSING 20,000 FEET OR UNTIL PASSING MORE THAN FIVE NAUTICAL MILES FROM THE COAST. (DOS 086863 3/85)

CHAD

ALL CHADIAN AIRSPACE NORTH OF A LINE RUNNING FROM ABECHE (13-49N 20-49E) TO MASSAKORY (13-00N 15-44E) AND EXTENDING TO BOTH CHAD'S EASTERN AND WESTERN BORDERS ARE RESTRICTED. THE FOLLOWING SECTIONS OF INTERNATIONAL AIRWAYS NO LONGER ARE APPROVED FOR USE: ROUTE UA 607/A 607 FROM BAGAR TO BOLBE, ROUTE UA 403/A 403 FROM SEMOK TO DEPOS, AND ROUTE UG 655 FROM GARIN TO KOLBA. THERE ARE NO RESTRICTIONS ON FLIGHT ACTIVITY SOUTH OF THE ABECHE-MASSAKORY LINE.

COLOMBIA

THE GOVERNMENT OF COLOMBIA HAS A RESTRICTED AIR TRAFFIC ZONE OVER MOST OF THE SANTA MARTA MOUNTAINS, ALL OF THE STATE OF GUAJIRA, AND ALL TERRITORIAL WATERS NORTH OF THESE AREAS (12NM FROM THE COAST LINE). THE ZONE EXTENDS TO AN ALTITUDE OF 7,000 FEET, EXCEPT OVER THE MOUNTAINS, WHERE IT EXTENDS TO 20,000 FEET. PILOTS FORCED TO ENTER THIS REGION SHOULD NOTIFY COLOMBIAN CIVIL AVIATION AUTHORITIES IN ADVANCE AND BE PREPARED TO PROPERLY IDENTIFY THEMSELVES, THEIR AIRCRAFT, AND BE ABLE TO JUSTIFY A FORCED LANDING. IT IS MANDATORY THAT ANY PILOT TRANSITTING THIS AREA HAVE PERMISSION AND FLIGHT PLAN ON FILE AT LEAST 24 HOURS IN ADVANCE OF ENTERING COLOMBIAN AIRSPACE. (DOS 5/83)

NICARAGUA

THE GOVERNMENT OF NICARAGUA IS TIGHTENING ITS REGULATIONS REGARDING COMMERCIAL, PRIVATE AND MILITARY FLIGHTS INTO THEIR COUNTRY. PILOTS PLANNING FLIGHTS TO NICARAGUA SHOULD ASSURE THAT ENTRY, OVERFLIGHT AND LANDING AUTHORIZATION HAVE BEEN OBTAINED FROM THE APPROPRIATE AVIATION AUTHORITY PRIOR TO DEPARTURE AND THAT WHEN OPERATING WITHIN THEIR AIRSPACE STRICTLY COMPLY WITH THOSE REGULATIONS RELATING TO THE FLIGHT AND MANEUVER OF THE AIRCRAFT. (DOS 6/81)

THE GOVERNMENT OF NICARAGUA HAS IMPOSED A 10 MILE WIDE CORRIDOR. AIRWAY B4 HAS BEEN COMBINED WITH A1 AND RUNS APOPA-ANAPO-ARLEN (1159N-8659W)-MGA. ARIEN IS AT A BEARING OF 246 DEGREES FROM MANAGUA. AIR TRAFFIC ENTERING OR EXITING COSTA RICA VIA NICARAGUA MUST FLY OVER LOS CHILES IN NORTHERNMOST COSTA RICA. THE CORRIDOR IS CONNECTED TO MANAGUA. (DOS 5/23/84)

PANAMA

THE PANAMANIA DIRECTORATE OF CIVIL AVIATION (DAC) HAS CHANGED THE LANDING REQUIREMENTS FOR GENERAL AVIATION AIRCRAFT LANDING IN PANAMA. DUE TO DRUG TRAFFICKERS WHO MAY BE USING PANAMA TO FERRY ILLEGAL DRUGS TO THE UNITED STATES, PRIOR PERMISSION MUST BE OBTAINED FOR ALL PRIVATE AIRCRAFT LANDING IN PANAMA. (DOS 7/85)

WEST INDIES - ASSOCIATED STATES

TURKS AND CAICOS ISLANDS: CHARTER, COMMERCIAL AND FREIGHT AIRCRAFT REQUIRE 24 HOURS PRIOR PERMISSION TO LAND. ADDRESS TO: TELEX: 8227, CHIEFMIN TO. (FAA)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

GENERAL

COORDINATED UNIVERSAL TIME (UTC)

INTERNATIONAL DATE/TIME GROUP CHANGE. EFFECTIVE 0001 UTC DECEMBER 19, 1985, THE UNITED STATES WILL ADOPT PROVISIONS CONTAINED IN ICAO AERONAUTICAL INFORMATION SERVICES (AIS) ANNEX 15 AMENDMENT 25 PERTAINING TO DATE/TIME GROUPS ON ALL INTERNATIONAL CLASS I NOTAM(S).

EXAMPLE:

PRESENTLY.........B) 13021900 C) 15022300

13 = DAY 02 = MONTH 19 = HOUR 00 = MINUTES

WILL BE CHANGED TO READ.......B) 02131900 C) 02152300

02 = MONTH 13 = DAY 19 = HOUR 00 = MINUTES

(A0056/85 KFDC)

NORTH ATLANTIC

POSITION REPORTING PROCEDURE

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION:

1. THE FOLLOWING REVISED POSITION REPORTING PROCEDURE REQUIRING THE INCLUSION OF AN ADDITIONAL ITEM (ITEM H) IN THE POSITION REPORT, WILL BE IMPLEMENTED ON A TRIAL BASIS BY GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK OACS, IN ORDER TO PROVIDE FOR EARLIEST POSSIBLE DETECTION OF MISUNDERSTANDINGS REGARDING THE ROUTE TO BE FOLLOWED BY AIRCRAFT IN THE NAT REGION AND ADJACENT TRANSITION AREAS.

2. EFFECTIVE 0900 GMT ON 20 NOVEMBER 1979, AIRCRAFT ENTERING, OPERATING WITHIN, OR LEAVING THE OCEANIC CONTROL AREAS OF GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK WILL TRANSMIT THE FOLLOWING ELEMENTS OF INFORMATION IN POSITION REPORTS TO THE APPROPRIATE OCEANIC CONTROL CENTRE:

   A. THE WORD "POSITION";
   B. AIRCRAFT IDENTIFICATION;
   C. PRESENT POSITION;
   D. TIME OVER PRESENT POSITION (HOURS AND MINUTES);
   E. PRESENT FLIGHT LEVEL;
   F. ESTIMATED POSITION ON ASSIGNED ROUTE;
   G. TIME FOR ESTIMATED POSITION (HOURS AND MINUTES);
   H. NEXT POSITION ON ASSIGNED ROUTE;
   I. ANY FURTHER INFORMATION, D.C., AIREP DATA OR COMPANY MESSAGE.

SPOKEN EXAMPLE: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

WRITTEN EXAMPLE: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: IN VIEW OF THE CURRENT ENERGY SITUATION, THE FOLLOWING POINTS ARE BROUGHT TO THE ATTENTION OF NAT PILOTS WITH A VIEW TO ENSURING THAT EACH AIRCRAFT IS OPERATED AS CLOSE AS POSSIBLE TO ITS OPTIMUM FLIGHT LEVEL AND MACH NUMBER.

1. PILOTS SHOULD REQUEST A CHANGE OF FLIGHT LEVEL OR MACH NUMBER WHENEVER THIS WOULD IMPROVE THE OPERATING EFFICIENCY OF THE AIRCRAFT. REFUSALS, DUE TO OTHER TRAFFIC, SHOULD NOT DETER PILOTS FROM CONTINUING TO MAKE SUCH REQUESTS.

2. WHEN CIRCUMSTANCES RENDER THIS FEASIBLE, CONTROLLERS WILL ASK ANOTHER AIRCRAFT TO ACCEPT A HIGHER FLIGHT LEVEL OR CHANGE OF MACH NUMBER IN ORDER TO FACILITATE CLEARANCES FOR AIRCRAFT WHICH WOULD OTHERWISE EXPERIENCE A SIGNIFICANT PENALTY. IN AGREEING TO SUCH A REQUEST, PILOTS WILL CONTRIBUTE TO THE OVERALL ECONOMY IN FUEL USED.

3. WHERE POSSIBLE, PILOTS SHOULD GIVE ADVANCE WARNING OF A REQUEST; E.G., IF A WESTBOUND FLIGHT WISHES TO CLIMB AT 30° W, IT WILL ASSIST THE CONTROLLER IF THE REQUEST IS MADE WITH THE 20° W POSITION REPORT.

SPECIAL NOTICE - WEATHER REPORTING IN NORTH ATLANTIC

EFFECTIVE SEPTEMBER 1, 1983 AN INCREASED WEATHER REPORTING REQUIREMENT FOR TRANS-ATLANTIC FLIGHTS WILL BE INTRODUCED ON A TRIAL BASIS. THE PURPOSE OF THE TRIAL IS TO ESTABLISH THE PRACTICALITY OF IMPROVING THE ACCURACY OF METEOROLOGICAL FORECASTS BY MEANS OF ENHANCED AIRCRAFT REPORTS.

THE AIRCRAFT OBSERVATIONS AND REPORTS REQUIRED FOR THE TRIAL PERIOD ARE:

ALL AIRCRAFT FLYING IN THE GANDER OCEANIC, SHANWICK OCEANIC, NEW YORK OCEANIC, AND SANTA MARIA OCEANIC FLIGHT INFORMATION REGIONS BETWEEN NORTH AMERICA AND EUROPE, IN EITHER DIRECTION, SHALL MAKE, RECORD, AND REPORT ROUTINE METEOROLOGICAL OBSERVATIONS AT EACH DESIGNATED REPORTING POINT AND AT THE INTERMEDIATE MID-POINT BETWEEN SUCH REPORTING POINTS, EXCEPT THAT:

1.) THE MID-POINT OBSERVATION SHALL NOT BE THE SUBJECT OF A SPECIAL REPORT, BUT WILL BE RETAINED FOR TRANSMISSION AT THE NEXT DESIGNATED REPORTING POINT, AND
2.) AIRCRAFT CLEARED ON AN ORGANIZED TRACK SHALL BE REQUIRED TO MAKE, RECORD, AND REPORT ROUTINE OBSERVATIONS ONLY WHEN SO DESIGNATED AT THE TIME OF RECEIVING THEIR OCEANIC CLEARANCE.

THE FORMAT TO BE USED FOR REPORTING THE ADDITIONAL OBSERVATIONS SHALL BE BY REFERENCE TO THE LATITUDE (DEGREES AND MINUTES) AND LONGITUDE (DEGREES ONLY) OF THE INTERMEDIATE MID-POINT. EXAMPLE:

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POS TW 760 62N 040W   0815
F410 61N 030W 0848 60N 020W  NEXT MS56
220/55  6230N 045W  MS 60 270/80
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THE PERIOD OF THE TRIAL IS NOT FIXED. IN THE EVENT THAT PROBLEMS OF FREQUENCY CONGESTION, ETC., ARISE, THE TRIAL WOULD BE CURTAILED. ALTERNATELY, SUCCESSFUL OPERATION WILL ENABLE THE TRAIL PROCEDURES TO BE ADOPTED ON A PERMANENT BASIS.

SPECIAL NOTICE - NEW YORK VOLMET

NEW YORK VOLMET FREQUENCY 13270 KHZ BROADCASTS FROM 1 HOUR BEFORE SUNRISE TO 1 HOUR AFTER SUNSET. FREQUENCY 3485 KHZ BROADCASTS FROM 1 HOUR AFTER SUNSET TO 1 HOUR BEFORE SUNRISE. THE NEW YORK VOLMET CONTINUES ITS 24 HOUR-A-DAY BROADCAST ON FREQUENCIES 6604 KHZ AND 10051 KHZ. (FAA)

ATLANTIC AREA LORAN-C INFO: THE CURRENT OPERATIONAL STATUS OF ALL ATLANTIC AREA LORAN-C STATIONS IS AVAILABLE FROM THE FIVE COORDINATOR'S OF CHAIN OPERATIONS (COCO'S). THE COCO MONITORS THE DAY-TO-DAY OPERATIONS OF THE LORAN-C CHAIN AND PROVIDES INFORMATION WITH A RECORDED TELEPHONE ANNOUNCEMENT OR RESPONDS TO QUERIES DIRECTED TO THE COCO PERSONALLY. PERTINENT TELEPHONE NUMBERS FOLLOW:

A. COCO GREAT LAKES (8970) AND NORTHEAST (9960) CHAINS IS LOCATED AT LORAN STATION SENECA, N.Y. RECORDED ANNOUNCEMENT: (607) 869-5395. COCO: (607) 869-1334, FTS 957-5334.

B. COCO CANADIAN EASTCOAST (5930) AND LABRADOR SEA (7930) CHAINS IS LOCATED AT LORAN MONITOR STATION ST. ANTHONY NFLD CANADA. RECORDED ANNOUNCEMENT: (709) 454-3261. COCO: (709) 454-2392.

C. COCO SOUTHEAST (7980) CHAIN IS LOCATED AT LORAN STATION MALONE.

D. IF ADDITIONAL INFORMATION IS REQUIRED AFTER CONTACTING COCO'S, CONTACT THE CHAIN MANAGER AT GOVERNORS ISLAND, N.Y.: (212) 668-7880 OR FTS 664-7880.

E. SCHEDULED LORAN-C OFF-AIR TIMES ARE PUBLISHED BY NOTIFICATIONS OR ANNOUNCEMENTS IN LOCAL NOTICE TO MARINERS, CANADIAN COAST GRUAD NOTICES TO SHIPPING (NOTSHIP'S), AND ON THE PRERECORDED SERVICE FOR THE PERTINENT CHAIN. IN MANY CASES, SCHEDULED OUTAGES ARE PRECEEDED BY A COAST GUARD MARINE RADIO BROADCAST IN THE AREA WHERE THE COVERAGE WILL BE AFFECTED.

F. FOR BETTER SERVICE OF ANY REQUEST FOR OPERATIONS DATA (E.G., TO CHECK ON A SUSPECTED LORAN-C SYSTEM ABNORMALITY), PLEASE SUPPLY THE RATE AND DATE/TIME OF THE EVENT YOU WISH TO REPORT. THIS WILL ENABLE COORDINATOR OF CHAIN OPERATIONS TO QUICKLY CHECK THE RECORDS FOR THE PERIOD IN QUESTION AND GIVE A MORE EXACT ANSWER.

1. PACIFIC AREA LORAN-C INFO: INFORMATION CONCERNING CENTRAL PACIFIC (4990), CANADIAN WEST COAST (5990), NORTHWEST PACIFIC (9970), AND NORTH PACIFIC (9990) CHAINS MAY BE OBTAINED FROM THE REGIONAL MANAGER IN SAN FRANCISCO, CA AT (415) 437-3224.

2. EUROPEAN LORAN-C INFO: INFORMATIN CONCERNING THE ICELANDIC (9980), NORWEGIAN SEA (7970), AND THE MEDITERREANEAN SEA (7990) CHAINS MAY BE OBTAINED FROM THE CHAIN MANAGER AT U.S. COAST GUARD ACTIVITIES EUROPE, LONDON, UK AT 011-44-1-409-4758.

3. OMEGA: SUMMARY STATUS AND PROPAGATION ANOMALY NOTIFICATIONS ARE BROADCAST FROM WWV, FORT COLLINS, CO AT 16 MINUTES AFTER EACH HOUR. OTHER INFORMATION SOURCES ARE LISTED BELOW:

A. COAST GUARD ONSOD, WASHINGTON, D.C. (RECORDED ANNOUNCEMENT): (202) 245-0298 OR FTS 245-0298.

B. U.S. NAVAL OBSERVATORY (USNO) (AUTOMATED DATA SERVICE): (202) 653-1079 OR FTS 653-1079. FULL DUPLEX, EVEN PARITY 300 OR 1200 BAUD, ASCII.

C. IF ADDITIONAL INFORMATION IS REQUIRED, CONTACT THE OMEGA WATCHSTANDER AT ONSOD WASHINGTON, D.C.: (202) 243-0228 OR FTS 245-0228.

CARIBBEAN

SPECIAL NOTICE - CARIBBEAN

ROCK SOUND BAHAMAS RADIO BEACON (RSD) AND HAVANA CUBA RADIO BEACON (UHA) BOTH OPERATE ON FREQUENCY 348KHZ. BE ALERT FOR POSSIBLE INTERFERENCE. (FAA)

THE U.S. DEPARTMENT OF TRANSPORTATION WILL BE FLYING A LARGE WEATHER BALLOON OF 90 FEET IN LENGTH AT HEIGHTS UP TO 2500 FEET AT VARIOUS LOCATIONS IN THE CARIBBEAN, GULF OF MEXICO, AND FLORIDA WATERS. THIS BALLOON WILL BE TETHERED TO A SHIP; AIRMEN ARE ADVISED TO STAY CLEAR OF THE TETHER AS WELL AS THE BALLOON. THE BALLOON WILL USUALLY BE SEVERAL MILES AT SEA EXCEPT WHEN IT IS IN TRANSIT TO TEST SITES OR PULLING INTO DOCK, AT WHICH TIMES, THE BALLOON WILL BE FLOWN AT HEIGHTS FROM 150 TO 500 FEET. LOCAL CONTROL TOWERS WILL BE NOTIFIED BY THE COAST GUARD IN THE EVENT OF BALLOON FLIGHTS NEAR THEIR AIRPORTS. THE BALLOON AND TETHER WILL BE WELL MARKED BY STROBE LIGHTS AND FLAGS TO ASSURE VISIBILITY. (MIAMI FSS 6/29/84)

U.S. OVERLAND/OCEANIC NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. TEN MINUTES LONGITUDINAL SEPARATION MAY BE APPLIED BETWEEN TURBOJET AIRCRAFT TRANSITING ATS ROUTE B14 BETWEEN THE NEW YORK, MIAMI AND SAN JUAN OCEANIC CONTROL AREAS AND ALSO ON ATS ROUTES A25, A20 A21, AND A23 BETWEEN THE NEW YORK AND SAN JUAN OCEANIC CONTROL AREAS. THE USE OF 10 MINUTES LONGITUDINAL SEPARATION IS AUTHORIZED WITH ADHERENCE TO THE CRITERIA CONTAINED IN ATTACHMENT H TO ICAO DOC. 4444-RAC/501/10, PANSRAC, AND THE REGIONAL SUPPLEMENTARY PROCEDURES. SPECIFICALLY, 10 MINUTES LONGITUDINAL SEPARATION MAY BE USED BETWEEN TURBOJET AIRCRAFT FLYING AT THE SAME ALTITUDE/FLIGHT LEVEL PROVIDING THE FOLLOWING CONDITIONS ARE MET:

1. THE AIRCRAFT CONCERNED HAVE REPORTED OVER THE SAME ENTRY POINT INTO OCEANIC CONTROL AIRSPACE AND WILL FLY THE SAME TRACK OR CONTINUOUSLY DIVERGING TRACKS.

2. THE PRECEDING AIRCRAFT IS MAINTAINING A SPEED OF AT LEAST MACH 0.03 GREATER THAN THAT OF THE FOLLOWING AIRCRAFT. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: FLIGHTS IN OCEANIC AIRSPACE MUST BE CONDUCTED UNDER INSTRUMENT FLIGHT RULES (IFR) PROCEDURES WHEN OPERATING:

A. BETWEEN SUNSET AND SUNRISE;

B. AT OR ABOVE FLIGHT LEVEL (FL) 60 WHEN OPERATING WITHIN THE NEW YORK, OAKLAND, ANCHORAGE AND HONOLULU FLIGHT INFORMATION REGIONS (FIRS); OR

C. ABOVE FL 180 WHEN OPERATING WITHIN THE MIAMI AND HOUSTON FIRS AND IN THE SAN JUAN CONTROL AREA.

FLIGHTS BETWEEN THE EAST COAST OF THE U.S. AND BERMUDA OR CARIBBEAN TERMINALS AND TRANSVERSING THE NEW YORK FIR AT OR ABOVE 5,500 FT. MSL SHOULD BE ESPECIALLY AWARE OF THIS REQUIREMENT. (FAA)

SPECIAL NOTICE: IF THE PILOT OF AN AIRCRAFT OPERATING IN INTERNATIONAL AIRSPACE UNDER U.S. JURISDICTION AND EQUIPPED WITH A CODED RADAR BEACON TRANSPONDER EXPERIENCES A LOSS OF TWO-WAY RADIO CAPABILITY, HE SHOULD:

A. ADJUST HIS TRANSPONDER TO REPLY ON MODE A/3, CODE 7700 FOR A PERIOD OF 1 (ONE) MINUTE;

B. THEN CHANGE TO CODE 7600 AND REMAIN ON 7600 FOR A PERIOD OF 15 MINUTES OR THE REMAINDER OF THE FLIGHT WHICHEVER OCCURS FIRST;

C. REPEAT STEPS A. AND B., AS PRACTICABLE.

THE PILOT SHOULD UNDERSTAND THAT HE MAY NOT BE IN AN AREA OF RADAR COVERAGE. MANY RADAR FACILITIES ARE ALSO NOT PRESENTLY EQUIPPED TO AUTOMATICALLY DISPLAY CODE 7600 AND WILL INTERROGATE 7600 ONLY WHEN THE AIRCRAFT IS UNDER DIRECT RADAR CONTROL AT THE TIME OF RADIO FAILURE. HOWEVER, REPLYING ON 7700 FIRST INCREASES THE PROBABILITY OF EARLY DETECTION OF A RADIO FAILURE CONDITION. (FAA)

SPECIAL NOTICE--INSTRUCTIONS FOR USING FAA FORM 7233-4. INTERNATIONAL FLIGHT PLAN FORM: AMENDMENT 6 (APPLICABLE NOVEMBER 21, 1985) TO ICAO DOC 4444 SPECIFIES SEVERAL CHANGES IN ICAO INTERNATIONAL FLIGHT PLAN FORMAT. FAA WILL ACCEPT THE NEW ICAO FORMAT, EXCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS. THEREFORE, TO COMPLY AS CLOSELY AS POSSIBLE WITH AMENDMENT 6, THE FOLLOWING ADDITIONAL PROCEDURES WILL APPLY BEGINNING NOVEMBER 21 WHEN USING FAA FORM 7233-4:

1. FAA FORM 7233-4, ITEM 13 HAS A SPACE FOR FIR BOUNDARIES AND ESTIMATED TIMES. FAA REQUIRES FILED FIR BOUNDARIES AND ESTIMATED TIMES. HOWEVER, PUT THAT INFORMATION IN ITEM 18. OTHER INFORMATION, AS SPECIFIED IN ICAO FORMAT.

2. CONCERNING FAA FORM 7233-4, ITEM 15 THE U.S. AIR TRAFFIC SERVICE DOES NOT ACCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS.

3. IN ITEM 17, IN THE SECTION LABELED ETA, INSTEAD PUT TOTAL ESTIMATED ELAPSED TIME (TOTAL EET).

THE PRESENT SUPPLY OF FAA FORM 7233-4 WILL BE USED UNTIL EXHAUSTED AND REPLACED BY A NEW REVISED FAA INTERNATIONAL FLIGHT PLAN FORM.

ANCHORAGE CTA/FIR

SPECIAL NOTICE -- NAVIGATION WARNING: U.S. AIRCRAFT FLYING BETWEEN ALASKA AND JAPAN ARE CAUTIONED OF THE ABSOLUTE NECESSITY OF REMAINING OVER INTERNATIONAL WATERS AT ALL TIMES IN ORDER TO AVOID DANGEROUS CONSEQUENCES WHICH COULD RESULT FROM UNAUTHORIZED OVERFLIGHT OF SOVIET TERRITORY. RECOGNITION THAT MANY FLIGHT TRACKS ON THIS ROUTE PROVIDE MINIMUM SEPARATION FROM SOVIET AIRSPACE FURTHER EMPHASIZES THE NEED FOR ALL PILOTS TO USE ALL EXISTING NAVIGATIONAL CAPABILITY. THE FAA THEREFORE RECOMMENDS THAT ALL PILOTS FLYING BETWEEN ALASKA AND JAPAN TAKE UTMOST PRECAUTIONS TO AVOID FLYING OVER SOVIET TERRITORY. PILOTS AND OPERATORS OF SMALL AIRCRAFT PERFORMING BEAR HUNTING FLIGHTS OR OTHER TYPES OF FLIGHT IN THE BERING STRAIT AREA ARE ALSO URGED TO TAKE UTMOST PRECAUTION TO AVOID ANY OPERATION IN USSR AIRSPACE.(FAA)

SPECIAL NOTICE - TO CLARIFY ENROUTE COMMUNICATIONS PROCEDURES AND DOCUMENT THOSE NOW GENERALLY EMPLOYED IN SUPPORT OF FLIGHT OPERATIONS IN THE ANCHORAGE ARCTIC CTA/FIR BEYOND LINE OF SIGHT RANGE OF REMOTE CONTROL VHF AIR/GROUND FACILITIES OPERATED FROM THE ANCHORAGE ACC. FLIGHT CREWS OPERATING AIRCRAFT IN THAT AIRSPACE UNDER THOSE CIRCUMSTANCES ARE EXPECTED TO MAINTAIN COMMUNICATIONS WITH CAMBRIDGE BAY RADIO AND A LISTENING OR SELCAL WATCH ON HF FREQUENCIES OF NORTH ATLANTIC DELTA NAT D NETWORK, VIZ. 2971, 4675, 8891, 11279 KHZ. CAMBRIDGE BAY RADIO WILL ACCOMPLISH NECESSARY RELAY BETWEEN ENROUTE AIRCRAFT AND THE ANCHORAGE CENTER. ADDITIONALLY AND IN VIEW OF REPORTED MARGINAL RECEPTION OF HONOLULU PACIFIC VOLMET BROADCAST IN THAT AND ADJACENT CANADIAN AIRSPACE, CAMBRIDGE BAY RADIO CAN PROVIDE ANCHORAGE AND FAIRBANKS SURFACE OBSERVATIONS AND TERMINAL FORECASTS TO FLIGHT CREWS ON REQUEST. (FAA)

MIAMI CTA/FIR

MIAMI ARTCC: AIRCRAFT ON IFR FLIGHT PLANS ENTERING THE MIAMI CTA/FIR AT FL 240 AND ABOVE FROM THE HAVANA CTA/FIR ARE REQUESTED TO ESTABLISH COMMUNICATIONS WITH MIAMI CENTER AT LEAST 10 MINUTES PRIOR TO THE BOUNDARY ON THE FOLLOWING FREQUENCIES: B646, G448--132.2 VHF AND 306.9 UHF; A301, G437 AND R628--128.75 VHF AND 270.3 UHF. AIRCRAFT ON IFR FLIGHT PLAN ENTERING MIAMI CTA/FIR FROM PORT 'AU' PRINCE OR SANTO DOMINGO CTA/FIR CONTACT MIAMI ARTC CENTER ON 132.3/307.2 AT LEAST TEN (10) MINUTES PRIOR TO REACHING MIAMI CTA/FIR BOUNDARY FOR ATC CLEARANCE. (FAA)

SPECIAL NOTICE - MIAMI OCEANIC CTA. EFFECTIVE IMMEDIATELY, AIR TRAFFIC PROPOSING OPERATION IN THE MIAMI OCEANIC CTA EAST OF 80 DEGREES WEST AND SOUTH OF 30 DEGREES NORTH, AT AND ABOVE FL240 BETWEEN 1200Z AND 0000Z, SHOULD EXPECT ROUTING VIA ESTABLISHED AIRWAYS OR APPROVED PART 95 ROUTES.

ALSO, DURING THE SAME PERIOD, A555 BETWEEN ZBB NDB AND GT NDB, AT AND ABOVE FL240, WILL BE RESERVED FOR NORTHWEST BOUND TRAFFIC ONLY.

AIRCRAFT PROPOSING FLIGHT SOUTHEASTWARD ON THAT PORTION OF A555, AT OR ABOVE FL240, CAN EXPECT ROUTING VIA ZBV, BR55V, COBBL, BR1L GT.

THIS ROUTING WILL BE REFERRED TO AS THE MISAN ROUTE. DURING THE PERIOD 1200Z TO 0000Z, THAT PORTION OF BR1L COMPRISING THE MISAN ROUTE WILL BE RESERVED FOR SOUTHEAST BOUND TRAFFIC ONLY. (FAA 1/85)

SPECIAL NOTICE - MIAMI OCEANIC CTA MIAMI ARTCC IS UTILIZING A SECONDARY RADAR SYSTEM FROM AN ANTENNA LOCATED ON THE ISLAND OF GRAND TURK BRITISH WEST INDIES. IFR AIRCRAFT WITHIN 200 NAUTICAL MILES OF THE ANTENNA ABOVE FL240 CAN EXPECT RADAR SEPARATION FROM OTHER IFR AIRCRAFT. RADAR SEPARATION WILL BE UTILIZED BELOW FL240 FOR THOSE PARTICIPATING AIRCRAFT WITHIN THE ANTENNA COVERAGE. THERE IS NO PRIMARY RADAR DATA OR WEATHER INFORMATION AVAILABLE FROM THIS SYSTEM. SOME OVERLAP BETWEEN THIS ANTENNA AND THE PICO DEL ESTE, PUERTO RICO ANTENNA IS AVAILABLE AT AND ABOVE FL240. OVERLAPPING COVERAGE WEST OF GRAND TURK IS NOT YET AVAILABLE. SINCE RADAR SEPARATION IS DEPENDENT UPON THE RECEIPT OF A TRANSPONDER RETURN, ALL AIRCRAFT WITHIN THE 200 NM COVERAGE OF THE SYSTEM ARE REQUIRED TO UTILIZE TRANSPONDER CODES AS ASSIGNED BY ATC OR THE APPROPRIATE STRATUM CODE.

AIRCRAFT DEPARTING AND OVERFLYING THE SANTO DOMINGO AND PORT AU PRINCE FIRS CAN EXPECT ATC ASSIGNED CODES FROM THOSE AGENCIES. INITIAL CALL UP TO MIAMI CENTER PRIOR TO CROSSING THE CTA/FIR BOUNDARY WILL PERMIT EARLY RADAR IDENTIFICATION AND IS NECESSARY. RADAR FLIGHT FOLLOWING OF VFR AIRCRAFT WILL BE AVAILABLE ON A WORKLOAD PERMITTING BASIS. THE PRIMARY ATC FREQUENCY IS 132.3 AND 307.2. MIAMI CENTER IS COMMISSIONING A SECOND FREQUENCY PAIR 135.2 AND 327.0 FOR FUTURE USE. (FAA 92/85)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: THE ATTENTION OF PILOTS PLANNING FLIGHTS WITH THE NEW YORK OCEANIC FLIGHT INFORMATION REGION IS DIRECTED TO THE COMMUNICATION AND POSITION REPORTING REQUIREMENTS SPECIFIED IN THE FOLLOWING ICAO DOCUMENTS: ANNEX 2, PARAGRAPH 3.5.9; ANNEX 11, PARAGRAPH 6.1.2; PANS-RAC 4444, PART 11, PARAGRAPH 13, AND DOC 7030, PARAGRAPHS 4 AND 6. THE COMMUNICATIONS REQUIREMENTS FOR IFR FLIGHTS WITHIN THE NEW YORK OCEANIC CONTROL AREA ARE:

1. FUNCTIONING TWO-WAY RADIO COMMUNICATIONS EQUIPMENT CAPABLE OF COMMUNICATING WITH AT LEAST ONE APPROPRIATE GROUND STATION FROM ANY POINT ON THE ROUTE.
2. MAINTAIN A CONTINUOUS LISTENING WATCH ON THE APPROPRIATE RADIO FREQUENCY.
3. REPORT POSITIONS IN SPECIFIED CIRCUMSTANCES.

NOTE: HF COMMUNICATION IS REQUIRED FOR OCEANIC FLIGHT. THE ABILITY TO COMMUNICATE AT ANY POINT OF THE ROUTE IS NECESSARY FOR THE CONTROL PROCESS. INABILITY TO COMPLY IS IN VIOLATION OF THE REQUIREMENTS STATED ABOVE. NO VHF COMMUNICATIONS ARE AVAILABLE FOR POSITION REPORTING FOR FLIGHT THROUGH NEW YORK OCEANIC AIRSPACE. (FAA)

SPECIAL NOTICE--BERMUDA: THE NEW YORK AREA CONTROL CENTER HAS DELEGATED CONTROL AUTHORITY AND FLIGHT INFORMATION RESPONSIBILITY WITHIN A 180 NM RADIUS OF THE BERMUDA VOR AT FL 500 AND BELOW TO THE BERMUDA TERMINAL CONTROL AREA FACILITY (TCAF). THE BERMUDA TCAF USES POSITIVE RADAR CONTROL PROCEDURES WITHIN THE BERMUDA CONTROL AREA. CANCELLATION OF IFR FLIGHT AFTER ENTRY INTO THE CONTROL AREA IS NOT PERMITTED. ALL INBOUND TRANSPONDER EQUIPPED AIRCRAFT SHALL RESPOND ON MODE 3A, CODE 2100 UPON ENTRY INTO THE CONTROL AREA. NON-TRANSPONDER EQUIPPED AIRCRAFT OR AIRCRAFT WITH INOPERATIVE TRANSPONDER SHALL BE ASSIGNED SPECIFIC IFR FLIGHT LEVELS UPON ENTERING THE CONTROL AREA. ALL INTERNATIONAL FLIGHTS WHICH PLAN TO PENETRATE THE CONTROL AREA, MUST INCLUDE THE BERMUDA TCAF AS AN AFTN ADDRESSEE ON THE ICAO FILED FLIGHT PLAN. THE BERMUDA TCAF AFTN ADDRESS IS MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: EFFECTIVE IMMEDIATELY ALL AIR CARRIERS, PRIVATE AND MILITARY USERS FLIGHT PLANNING TO OPERATE THROUGH THE NEW YORK OCEANIC CONTROL AREA SHALL, IN ACCORDANCE WITH ICAO DOCUMENT 7030, PARA 4.6, ADD NEW YORK OCEANIC CONTROL AS KZNYZQ AS AN ADDRESSEE. FOR THOSE FOLLOWING THIS PROCEDURE, PLEASE ENSURE THAT CORRECT CALL LETTERS ARE BEING USED. MANY FLIGHT PLANS ARE BEING DUPLICATED AND IN SOME CASES TRIPLICATED. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: SEE THE ENTRY FOR PANAMA IN THE SECTION TITLED FOREIGN NOTICES IN THIS PUBLICATION.

SAN JUAN CTA/FIR

SPECIAL NOTICE: ALL VFR AIRCRAFT ENTERING AND DEPARTING THE SAN JUAN FIR/CTA WILL PROVIDE SAN JUAN RADIO WITH AN ICAO FLIGHT PLAN. ALL AIRCRAFT MUST ESTABLISH 2 WAY COMMUNICATIONS WITH SAN JUAN ON 126.7, 122.2, 123.65 OR 255.4. COMMUNICATION CAN ALSO BE ESTABLISHED BY USING THE VOR FREQUENCY FOR RECEIVING AND TRANSMITTING ON 122.1 FOR BORINQUEN (BQN). MAYAGUEZ (MAZ), PONCE (PSE), ST. THOMAS (STT). THE ST. CROIX TRANSMITTING FREQUENCY TO USE IS 123.6. IF UNABLE TO CONTACT SAN JUAN RADIO THE PILOT IS RESPONSIBLE FOR NOTIFYING ADJACENT ATS UNITS AND REQUEST THAT A POSITION REPORT BE RELAYED TO SAN JUAN RADIO FOR SEARCH AND RESCUE PURPOSES AND FLIGHT FOLLOWING. THIS IS IN ACCORDANCE WITH ICAO DOC. 4444, PART II, PARA. 14.1.1, PARA. 14.1.4; PART VI, PARA. 1.2.1 AND PARA. 2.2.2, ANNEX 11, CHAPTER 6, PARA. 6.1.2.1, PARA. 5.1.1, PARA. 5.2.1, PARA. 5.2.2, PARA. 5.2.2.3, PARA. 5.3.2.4, PARA. 5.4.1. (FAA)

SPECIAL NOTICE--ALL IFR OR VFR AIRCRAFT LANDING AT PUERTO RICO INTERNATIONAL, ISLA GRANDE, HARRY S. TRUMAN, OR ALEXANDER HAMILTON AIRPORTS THAT REQUIRE CUSTOMS, CONTACT SAN JUAN IFSS ONE HOUR PRIOR TO LANDING AND REQUEST CUSTOMS BE ADVISED (ADCUS). ALSO INCLUDE ADCUS IN THE REMARKS SECTION OF THE FLIGHT PLAN. ADCUS SERVICE IS NOT AVAILABLE AT OTHER AIRPORTS IN THE SAN JUAN FIR. PILOTS ARE RESPONSIBLE FOR ADVISING CUSTOMS OF THEIR INTENDED ARRIVAL IN ACCORDANCE WITH PROCEDURES CONTAINED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL. (SAN JUAN IFSS 101200.)

HOUSTON/MIAMI CTA/FIR-NY OCEANIC CONTROL AREA

SPECIAL NOTICE: A LARGE SCALE METEOROLOGICAL STUDY WILL BE CONDUCTED FROM JANUARY 15 TO MARCH 15, 1986, IN THE OFFSHORE AIRSPACE ADJACENT TO THE UNITED STATES GULF AND EAST COASTS. THE PROJECT, KNOWN AS "GALE__GENESIS OF ATLANTIC LOW EXPERIMENT," WILL INVESTIGATE THE DEVELOPMENT OF EAST COAST STORMS WHICH PRESENT A SERIOUS FORECASTING PROBLEM. SOME 10 OR MORE AIRCRAFT WILL BE DEPLOYED TO FLY ROUTES AND FLIGHT PATTERNS WITHIN THE GALE PROJECT STUDY AREA. ACTIVITIES WILL INCLUDE DROPWINDSONDE RELEASES ALONG PREDETERMINED TRACKS IN THE UNITED STATES GULF AND ATLANTIC OFFSHORE AREAS BETWEEN 90 DEGREES WEST LONGITUDE AND 70 DEGREES WEST LONGITUDE. ALL DROPWINDSONDE RELEASES WILL OCCUR MORE THAN 60NM OFFSHORE. ACTUAL FLIGHT TIMES WILL DEPEND ON DEVELOPING STORM CONDITIONS. PILOTS OPERATING WITHIN THE GALE STUDY AREA MAY RECEIVE STATUS INFORMATION FROM THE APPROPRIATE ATC FACILITY. (FAA).

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Flight Information Publication
International Notices to Airmen

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INTERNATIONAL NOTICES TO AIRMEN

U.S. Department of Transportation
Federal Aviation Administration

TD4.11:

FOREWORD

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION IS A BI-WEEKLY PUBLICATION CONTAINING SIGNIFICANT INTERNATIONAL NOTAM INFORMATION AND SPECIAL NOTICES WHICH MAY AFFECT A PILOT'S DECISION TO ENTER OR USE CERTAIN AREAS OF FOREIGN OR INTERNATIONAL AIRSPACE. THIS PUBLICATION COMPLEMENTS AND EXPANDS DATA CARRIED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL, AVAILABLE UPON SEPARATE SUBSCRIPTION. ALL PILOTS SHOULD REVIEW THE FOREIGN AIRSPACE AND ENTRY RESTRICTIONS PUBLISHED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL DURING THE FLIGHT PLANNING PROCESS. FOREIGN AIRSPACE PENETRATION WITHOUT OFFICIAL AUTHORIZATION CAN INVOLVE BOTH DANGER TO THE AIRCRAFT AND THE IMPOSITION OF SEVERE PENALTIES AND INCONVENIENCE TO BOTH PASSENGERS AND CREW. A FLIGHT PLAN ON FILE WITH ATC AUTHORITIES DOES NOT NECESSARILY CONSTITUTE THE PRIOR PERMISSION REQUIRED BY CERTAIN OTHER AUTHORITIES. THE POSSIBILITY OF FATAL CONSEQUENCES CANNOT BE IGNORED IN SOME AREAS OF THE WORLD.

THE INFORMATION CONTAINED IS DERIVED FROM INTERNATIONAL NOTAMS AND OTHER APPROPRIATE SOURCES. INTERNATIONAL NOTAMS ARE OF TWO TYPES, CLASS ONE INTERNATIONAL NOTAMS AND CLASS TWO INTERNATIONAL NOTAMS. CLASS ONE NOTAMS ARE THOSE NOTAMS DISSEMINATED VIA TELECOMMUNICATIONS. THESE NOTAMS ARE MADE AVAILABLE VIA TELECOMMUNICATIONS TO THE U.S. FLYING PUBLIC THROUGH THE INTERNATIONAL NOTAM OFFICE IN WASHINGTON, D.C., VIA THE LOCAL FLIGHT SERVICE STATIONS. CLASS TWO NOTAMS ARE NOTAMS DISSEMINATED VIA POSTAL SERVICES AND ARE NOT READILY AVAILABLE TO THE U.S. FLYING PUBLIC. THIS PUBLICATION COVERS NOTAM AND OTHER TEMPORARY, HAZARDOUS CONDITIONS WHICH ARE NOT READILY AVAILABLE TO THE FLYING PUBLIC AND INCLUDES INFORMATION ON RECORD AS OF 1200Z ON THE DATE APPEARING ON THE COVER. FOR LATEST INFORMATION, CONSULT CLASS I NOTAMS ISSUED BY TELECOMMUNICATIONS AT ANY FAA FLIGHT SERVICE STATION. THE FOREIGN NOTICES INCLUDED, ARE TO THE MAXIMUM EXTENT POSSIBLE, CARRIED AS ISSUED. THE ABBREVIATIONS USED ARE, IN MOST ALL INSTANCES, THOSE ABBREVIATIONS LISTED IN ICAO DOCUMENT DOC 8400. INFORMATION INCLUDED WILL INDICATE THE SOURCE FOLLOWING THE ENTRY. THIS WILL ASSIST THE USER IN ESTABLISHING THE CURRENCY OF THE INFORMATION CONTAINED, SHOULD HE SO DESIRE, WITH THE ORIGINATOR OF THE INFORMATION (SEE THE INTERNATIONAL FLIGHT INFORMATION MANUAL FOR FOREIGN NOTAM OFFICE AREAS OF RESPONSIBILITY AND FOR A LISTING OF FOREIGN NOTAM OFFICES WITH WHICH THE U.S. INTERNATIONAL NOTAM OFFICE EXCHANGES INFORMATION). INFORMATION SOURCES WILL BE INDICATED AS I OR II FOR CLASS ONE AND CLASS TWO NOTAMS, FOLLOWED BY THE NOTAM NUMBER; AIP FOR AERONAUTICAL INFORMATION PUBLICATION CHANGES, FOLLOWED BY THE AIP CHANGE NUMBER; AIC FOR AERONAUTICAL INFORMATION CIRCULAR, FOLLOWED BY THE AIC NUMBER; DOS FOR DEPARTMENT OF STATE ADVISORIES; AND FAA FOR FEDERAL AVIATION ADMINISTRATION.

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION GIVES WORLD WIDE COVERAGE IN EACH ISSUE. COVERAGE FOR THE U.S. AND ITS EXTERNAL TERRITORIES IS LIMITED AND NORMALLY WILL NOT INCLUDE DATA AVAILABLE ON DOMESTIC NOTAM CIRCUITS OR PUBLISHED IN OTHER OFFICIAL SOURCES AVAILABLE TO THE USER.

EACH ISSUE OF THIS PUBLICATION IS COMPLETE IN ITSELF AS FAR AS DATA OF A TEMPORARY NATURE IS CONCERNED. TEMPORARY DATA IS REPEATED IN EACH ISSUE UNTIL THE CONDITION CEASES TO EXIST. PERMANENT DATA WILL BE CARRIED UNTIL IT IS SUFFICIENTLY PROMULGATED OR IS AVAILABLE IN OTHER PERMANENT SOURCES. THESE ITEMS WILL BE PREFIXED BY A SOLID DOT (•) WHEN THEY ARE TO BE REMOVED FROM FUTURE EDITIONS. THIS WILL AID THE USER IN THE IDENTIFICATION OF THOSE PERMANENT ITEMS WHICH HE, THE USER, MAY WISH TO RETAIN FOR HIS OWN RECORDS. NEW ITEMS TO THIS PUBLICATION ARE IDENTIFIED BY UNDERSCORING THE FIRST LINE OF THE NEW ENTRY.

IN CARRYING OUT ITS EXPRESSED PURPOSE OF PROVIDING A NOTICE TO AIRMEN SERVICE, THIS PUBLICATION INCLUDES DATA ISSUED BY FOREIGN GOVERNMENTS. IT SHOULD BE CLEARLY UNDERSTOOD THAT THE PUBLICATION OF SUCH DATA IN NO WAY CONSTITUTES A LEGAL RECOGNITION OF THE INTERNATIONAL VALIDITY OF SUCH DATA. THE SCOPE OF THIS PUBLICATION PRECLUDES ANY ATTEMPT TO TABULATE ALL NOTAM DATA. WHILE EVERY EFFORT IS MADE TO PUBLISH ALL PERTINENT DATA, THE FEDERAL AVIATION ADMINISTRATION CANNOT ASSUME ANY LIABILITY FOR FAILURE TO PUBLISH ANY PARTICULAR ITEM.

COMMUNICATIONS WITH THE EDITORS OF THIS PUBLICATION, INCLUDING NOTIFICATION OF ERRONEOUS OR OBSOLETE DATA, SHOULD BE DIRECTED TO THE FEDERAL AVIATION ADMINISTRATION, FLIGHT INFORMATION AND OBSTRUCTIONS BRANCH (ATO-210), 800 INDEPENDENCE AVE., SW, WASHINGTON, D.C. 20591 (TELEPHONE 202-426-8790, 0800-1700 MONDAY-FRIDAY; OTHER TIMES CALL 202-426-3390). SUBSCRIPTIONS FOR THIS PUBLICATION SHOULD NOT BE FORWARDED TO THE FEDERAL AVIATION ADMINISTRATION. THIS PUBLICATION IS SOLD BY THE SUPERINTENDENT OF DOCUMENTS, U.S. GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C. 20402. ALL QUERIES CONCERNING YOUR SUBSCRIPTION OR PRICES SHOULD BE DIRECTED ONLY TO THE SUPERINTENDENT OF DOCUMENTS.

FOREIGN NOTICES

CARIBBEAN

SPECIAL NOTICE: SEE SPECIAL NOTICE UNDER CARIBBEAN IN THE INTERNATIONAL OCEANIC AIRSPACE NOTICE.

CUBA

AIRCRAFT ARRIVING FROM OR DEPARTING FOR CUBA MUST LAND AT OR DEPART FROM FORT LAUDERDALE-HOLLYWOOD AIRPORT.

IRAN -- PERSIAN GULF

THE IRANIAN AIRSPACE IS CLOSED TO UNITED STATES AIRCRAFT. FLIGHT PLAN AND LATEST INFORMATION REGARDING AIRCRAFT THAT FLY IN THE PORTION OF TEHRAN FIR OVER THE PERSIAN GULF SHOULD BE MADE AVAILABLE TO TEHRAN ACC EITHER DIRECTLY OR THROUGH BAHRAIN ACC OR BANDAR ABBASS, BUSHER ATC. AIRCRAFT THAT FAIL TO DO SO SHOULD REFRAIN FROM FLYING OVER AND IN THE VICINITY OF ANY INSTALLATION BELONGING TO ISLAMIC REPUBLIC OF IRAN. AREA CONTROL SERVICE PROVIDED BY TEHRAN ACC ALONG ATS 21 AND OTHER ATS ROUTES OVER THE PERSIAN GULF IS REDUCED TO FLIGHT INFORMATION SERVICE UNTIL FURTHER NOTICE DUE TO TEMPORARY DEFICIENCIES IN VHF COMMUNICATIONS. COMMUNICATIONS ARE AVAILABLE ON HF FREQUENCIES 13336, 8847, 5680, 5603 AND 6624KHZ AND VHF FREQUENCIES 134.1 AND 118.1MHZ. TEHRAN ASSUMES NO RESPONSIBILITY FOR THE PORTIONS OF ATS ROUTES R21 AND B56 WHICH ARE OVER THE HIGH SEAS. FLIGHTS MAY BE SUBJECT TO VISUAL IDENTIFICATION BY MILITARY AIRCRAFT ACCORDING TO ICAO REGULATIONS. OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD BE AWARE THAT THE FAA IS NOT A DIRECT RECIPIENT OF IRANIAN NOTAMS AND THAT THE ABOVE INFORMATION MAY NOT BE COMPLETE AND CURRENT. PILOTS PLANNING TO OPERATE IN THE PERSIAN GULF AREA SHOULD VERIFY NOTAMS WITH A FACILITY RECEIVING CURRENT NOTAM INFORMATION. DUE TO THE TENSIONS AND HOSTILITIES IN THE PERSIAN GULF AREA IT IS RECOMMENDED THAT OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD CONTINUE TO FLIGHT PLAN SO AS NOT TO FLY OVER THE PERSIAN GULF EAST OF AIRWAY B-55 OR NORTH OF AIRWAY A-55. (FAA FDC 4/334)

U.S.NAVAL FORCES IN THE PERSIAN GULF, STRAIT OF HORMUZ, GULF OF OMAN AND ARABIAN SEA (NORTH OF 20 DEGREES NORTH) ARE TAKING ADDITIONAL DEFENSIVE PRECAUTIONS AGAINST TERRORIST THREATS. AIRCRAFT AT ALTITUDES LESS THAN 2000 FT. AGL WHICH ARE NOT CLEARED FOR APPROACH/DEPARTURE TO OR FROM A REGIONAL AIRPORT ARE REQUESTED TO AVOID APPROACHING CLOSER THAN 5 NM TO U.S.NAVAL FORCES.

IT IS ALSO REQUESTED THAT AIRCRAFT APPROACHING WITHIN 5 NM ESTABLISH AND MAINTAIN RADIO CONTACT WITH U.S.NAVAL FORCES ON 121.5 MHZ VHF OR 243.0 MHZ UHF. AIRCRAFT WHICH APPROACH WITHIN 5 NM AT ALTITUDES LESS THAT 2000 FT. AGL WHOSE INTENTIONS ARE UNCLEAR TO U.S.NAVAL FORCES MAY BE HELD AT RISK BY U.S. DEFENSIVE MEASURES. THIS IS A JOINT USCINCPAC AND USCINCCENT NOTAM AFFECTING OPERATIONS WITHIN THEIR RESPECTIVE AREA OF RESPONSIBILITY. (112119 KFDC)

LEBANON

DUE TO SAFETY IN AIR COMMERCE AND AIR TRANSPORTATION, AND THE PUBLIC INTEREST, ALL U.S. AIR CARRIERS (PART 121/135/125) ARE PROHIBITED FROM OPERATING INTO BEIRUT INTERNATIONAL AIRPORT. (FAA RWA 5/106)

NETHERLANDS ANTILLES

PRINSES BEATRIX AIRPORT - ARUBA: DUE TO FREQUENT VIOLATION OF ARTICLE 29 OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION AND OF OUR NATIONAL LAWS AND REGULATIONS ON THE SAME SUBJECT, AIRMEN ARE ADVISED THAT STRICT INSPECTION OF AIRCRAFT DOCUMENTS AND CREW MEMBER LICENSES WILL BE CARRIED OUT AND THAT FAILURE TO CARRY VALID DOCUMENTS AND CERTIFICATES MAY RESULT IN LEGAL PROSECUTION. (II 18/82)

NICARAGUA

ALL NATIONAL AND FOREIGN REGISTERED AIRCRAFT PROVIDING SCHEDULED OR NON-SCHEDULED COMMERCIAL SERVICE OR GENERAL AVIATION SERVICE NEEDING TO REFUEL AT THE AUGUSTO C. SANDINO INTERNATIONAL AIRPORT SHALL MAKE ARRANGEMENTS TO DO SO WITH THE AIRPORT ADMINISTRATION, WHICH IS THE ONLY AGENCY AUTHORIZED TO PROVIDE THIS SERVICE.(II A4/85)

PANAMA

SPECIAL NOTICE: EN ROUTE IFR FLIGHTS OPERATING WITHIN THE PANAMA CTA AND OUTSIDE THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ARE REQUIRED TO ESTABLISH AND MAINTAIN COMMUNICATIONS WITH PANAMA RADIO. IFR ACFT ENTERING THE PANAMA CTA SHALL MAKE A STANDARD POSITION REPORT AT THE CTA BOUNDARY TO PANAMA ARTCC THROUGH PANAMA RADIO. PRIMARY AND ALTERNATE FREQUENCIES: PRIMARY 6649 KHZ, ALTERNATE 2944 KHZ WHEN OPERATING SOUTH OF 09-00N/TBG. PRIMARY 6577 KHZ, ALTERNATE 8918 KHZ WHEN OPERATING NORTH OF 09-00N/TBG. ADDITIONAL FREQUENCIES AVAILABLE ARE 5520 KHZ, AND 11396 KHZ. U.S. MILITARY FLIGHTS AND CIVIL ACFT UNABLE TO ESTABLISH COMMUNICATIONS WITH PANAMA RADIO MAY UTILIZE ALBROOK AIRWAYS ON USB FREQUENCIES 5710 KHZ 0200-1200Z, 6683 KHZ 0000-1400Z, 8993/11176 KHZ 24 HOURS DAILY, 15015 KHZ 1200-0200Z, 18019 KHZ 1400-2400. WHEN OPERATING WITHIN THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ENROUTE IFR AIRCRAFT ARE REQUIRED TO MAINTAIN DIRECT PILOT/CONTROLLER COMMUNICATIONS UTILIZING 125.5 OR 352.0 MHZ, ALTERNATES 120.3 OR 317.7 MHZ. ALL AIRCRAFT OPERATING WITHIN THE PANAMA CTA/FIR EQUIPPED WITH FUNCTIONING TRANSPONDER SHOULD SET TRANSPONDERS TO REPLY ON THE FOLLOWING MODES/CODES IN ACCORDANCE WITH TYPE OF FLIGHT PLAN AND ALTITUDE STRATUM. IFR AIRCRAFT BELOW FLIGHT LEVEL 200 MODE A/3 CODE 1100. AT AND ABOVE FLIGHT LEVEL 200 MODE A/3 CODE 2100. VFR AIRCRAFT, MODE A/3 CODE 1200. OTHER TRANSPONDERS REPLIES WILL BE ASSIGNED BY PANAMA ACC AS NECESSARY. (FAA)

THAILAND

BANGKOK INTERNATIONAL AIRPORT - PEAK HOURS: DUE TO CRITICAL AIR TRAFFIC SATURATION AT BANGKOK INTERNATIONAL AIRPORT, WITH IMMEDIATE EFFECT, PEAK HOURS AT BANGKOK INTERNATIONAL AIRPORT ARE FROM 0200 TO 0530Z, 1000 TO 1300Z AND FROM 1500 TO 1700Z. ALL FOREIGN INTERNATIONAL NONSCHEDULED AIRCRAFT SHOULD AVOID TO LAND WITH TRAFFIC PURPOSE AT BANGKOK INTERNATIONAL AIRPORT DURING THE DECLARED PEAK HOURS. RESTRICTION DURING PEAK HOURS FROM 1500 TO 1700Z SHALL BE STRICTLY IMPOSED ON NONSCHEDULED B-747 TO LAND WITH ANY PURPOSES. (AIC 1/81)

ZAMBIA

LUSAKA FIR NON-SCHEDULED FLIGHTS: THE ZAMBIAN AIRSPACE IS NOW OPEN TO ALL NONSCHEDULED FLIGHTS EXCEPT WESTERN PROVINCE. THOSE OPERATORS WISHING TO OPERATE INTO OR OVERFLY WESTERN PROVINCE OF ZAMBIA MUST APPLY TO THE COMMANDER ZAMBIA NATIONAL DEFENSE FORCES GIVING 10 DAYS PRIOR NOTICE AND APPROVAL MUST BE RECEIVED BY THE APPLICANT BEFORE FLIGHT IS UNDERTAKEN.

THE APPLICATION MUST INCLUDE THE FOLLOWING:

A. PILOTS NAME;
B. OPERATORS NAME AND ADDRESS;
C. TYPE OF AIRCRAFT AND REGISTRATION;
D. ROUTE OR AREA OF OPERATION; AND
E. PURPOSE OF FLIGHT DATES, TIMINGS, ETC.

ALL APPLICATIONS ARE DIRECTED TO THE COMMANDER Z.N.D. FORCES. (II 5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

CANARY ISLANDS

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, BECAUSE OF INCIDENTS IN THE WESTERN SAHARA REGION ON JANUARY 21 AND FEBRUARY 21, 1985, RESULTING IN AIRCRAFT DOWNINGS WHICH WERE MOST LIKELY CAUSED BY SURFACE TO AIR MISSLE FIRINGS, IT IS STRONGLY RECOMMENDED THAT FLIGHTS MAINTAIN A MINIMUM ALTITUDE OF 20,000 FEET IN THAT AREA OF THE CARARYS FLIGHT INFORMATION REGION (FIR) OVER THE LAND MASS OF THE WESTERN SAHARA SOUTH OF 26 DEGREES NORTH LATITUDE AND FOR A DISTANCE OF FIVE NAUTICAL MILES OUT TO SEA PARALLEL TO THE SAHANAR COAST. FOR FLIGHTS OPERATING TO OR FROM DAKHLA (EX VILLA CISNEROS) - 20 DEGREES, FIFTY-FOUR MINUTES NORTH LATITUDE; 17 DEGREES 4 MINUTES WEST LONGITUDE, RECOMMEND ALL DESCENTS BE MADE FROM SEAWARD AND CLIMB TO SEAWARD UNTIL PASSING 20,000 FEET OR UNTIL PASSING MORE THAN FIVE NAUTICAL MILES FROM THE COAST. (DOS 086863 3/85)

CHAD

ALL CHADIAN AIRSPACE NORTH OF A LINE RUNNING FROM ABECHE (13-49N 20-49E) TO MASSAKORY (13-OON 15-44E) AND EXTENDING TO BOTH CHAD'S EASTERN AND WESTERN BORDERS ARE RESTRICTED. THE FOLLOWING SECTIONS OF INTERNATIONAL AIRWAYS NO LONGER ARE APPROVED FOR USE: ROUTE UA 607/A 607 FROM BAGAR TO BOLBE, ROUTE UA 403/A 403 FROM SEMOK TO DEPOS, AND ROUTE UG 655 FROM GARIN TO KOLBA. THERE ARE NO RESTRICTIONS ON FLIGHT ACTIVITY SOUTH OF THE ABECHE-MASSAKORY LINE.

COLOMBIA

THE GOVERNMENT OF COLOMBIA HAS A RESTRICTED AIR TRAFFIC ZONE OVER MOST OF THE SANTA MARTA MOUNTAINS, ALL OF THE STATE OF GUAJIRA, AND ALL TERRITORIAL WATERS NORTH OF THESE AREAS (12NM FROM THE COAST LINE). THE ZONE EXTENDS TO AN ALTITUDE OF 7,000 FEET, EXCEPT OVER THE MOUNTAINS, WHERE IT EXTENDS TO 20,000 FEET. PILOTS FORCED TO ENTER THIS REGION SHOULD NOTIFY COLOMBIAN CIVIL AVIATION AUTHORITIES IN ADVANCE AND BE PREPARED TO PROPERLY IDENTIFY THEMSELVES, THEIR AIRCRAFT, AND BE ABLE TO JUSTIFY A FORCED LANDING. IT IS MANDATORY THAT ANY PILOT TRANSITTING THIS AREA HAVE PERMISSION AND FLIGHT PLAN ON FILE AT LEAST 24 HOURS IN ADVANCE OF ENTERING COLOMBIAN AIRSPACE. (DOS 5/83)

NICARAGUA

THE GOVERNMENT OF NICARAGUA IS TIGHTENING ITS REGULATIONS REGARDING COMMERCIAL, PRIVATE AND MILITARY FLIGHTS INTO THEIR COUNTRY. PILOTS PLANNING FLIGHTS TO NICARAGUA SHOULD ASSURE THAT ENTRY, OVERFLIGHT AND LANDING AUTHORIZATION HAVE BEEN OBTAINED FROM THE APPROPRIATE AVIATION AUTHORITY PRIOR TO DEPARTURE AND THAT WHEN OPERATING WITHIN THEIR AIRSPACE STRICTLY COMPLY WITH THOSE REGULATIONS RELATING TO THE FLIGHT AND MANEUVER OF THE AIRCRAFT. (DOS 6/81)

THE GOVERNMENT OF NICARAGUA HAS IMPOSED A 10 MILE WIDE CORRIDOR. AIRWAY B4 HAS BEEN COMBINED WITH A1 AND RUNS APOPA-ANAPO-ARLEN (1159N-8659W)-MGA. ARIEN IS AT A BEARING OF 246 DEGREES FROM MANAGUA. AIR TRAFFIC ENTERING OR EXITING COSTA RICA VIA NICARAGUA MUST FLY OVER LOS CHILES IN NORTHERNMOST COSTA RICA. THE CORRIDOR IS CONNECTED TO MANAGUA. (DOS 5/23/84)

PANAMA

THE PANAMANIA DIRECTORATE OF CIVIL AVIATION (DAC) HAS CHANGED THE LANDING REQUIREMENTS FOR GENERAL AVIATION AIRCRAFT LANDING IN PANAMA. DUE TO DRUG TRAFFICKERS WHO MAY BE USING PANAMA TO FERRY ILLEGAL DRUGS TO THE UNITED STATES, PRIOR PERMISSION MUST BE OBTAINED FOR ALL PRIVATE AIRCRAFT LANDING IN PANAMA. (DOS 7/85)

WEST INDIES - ASSOCIATED STATES

TURKS AND CAICOS ISLANDS: CHARTER, COMMERCIAL AND FREIGHT AIRCRAFT REQUIRE 24 HOURS PRIOR PERMISSION TO LAND. ADDRESS TO: TELEX: 8227, CHIEFMIN TO. (FAA)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

GENERAL

COORDINATED UNIVERSAL TIME (UTC)

INTERNATIONAL DATE/TIME GROUP CHANGE. EFFECTIVE 0001 UTC DECEMBER 19, 1985, THE UNITED STATES WILL ADOPT PROVISIONS CONTAINED IN ICAO AERONAUTICAL INFORMATION SERVICES (AIS) ANNEX 15 AMENDMENT 25 PERTAINING TO DATE/TIME GROUPS ON ALL INTERNATIONAL CLASS I NOTAM(S).

EXAMPLE:

PRESENTLY.........B) 13021900 C) 15022300

13 = DAY 02 = MONTH 19 = HOUR 00 = MINUTES

WILL BE CHANGED TO READ.......B) 02131900 C) 02152300

02 = MONTH 13 = DAY 19 = HOUR 00 = MINUTES

(A0056/85 KFDC)

NORTH ATLANTIC

POSITION REPORTING PROCEDURE

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION:

1. THE FOLLOWING REVISED POSITION REPORTING PROCEDURE REQUIRING THE INCLUSION OF AN ADDITIONAL ITEM (ITEM H) IN THE POSITION REPORT, WILL BE IMPLEMENTED ON A TRIAL BASIS BY GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK OACS, IN ORDER TO PROVIDE FOR EARLIEST POSSIBLE DETECTION OF MISUNDERSTANDINGS REGARDING THE ROUTE TO BE FOLLOWED BY AIRCRAFT IN THE NAT REGION AND ADJACENT TRANSITION AREAS.
2. EFFECTIVE 0900 GMT ON 20 NOVEMBER 1979, AIRCRAFT ENTERING, OPERATING WITHIN, OR LEAVING THE OCEANIC CONTROL AREAS OF GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK WILL TRANSMIT THE FOLLOWING ELEMENTS OF INFORMATION IN POSITION REPORTS TO THE APPROPRIATE OCEANIC CONTROL CENTRE:

   A. THE WORD "POSITION";
   B. AIRCRAFT IDENTIFICATION;
   C. PRESENT POSITION;
   D. TIME OVER PRESENT POSITION (HOURS AND MINUTES);
   E. PRESENT FLIGHT LEVEL;
   F. ESTIMATED POSITION ON ASSIGNED ROUTE;
   G. TIME FOR ESTIMATED POSITION (HOURS AND MINUTES);
   H. NEXT POSITION ON ASSIGNED ROUTE;
   I. ANY FURTHER INFORMATION, D.C., AIREP DATA OR COMPANY MESSAGE.

SPOKEN EXAMPLE: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

WRITTEN EXAMPLE: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: IN VIEW OF THE CURRENT ENERGY SITUATION, THE FOLLOWING POINTS ARE BROUGHT TO THE ATTENTION OF NAT PILOTS WITH A VIEW TO ENSURING THAT EACH AIRCRAFT IS OPERATED AS CLOSE AS POSSIBLE TO ITS OPTIMUM FLIGHT LEVEL AND MACH NUMBER.

1. PILOTS SHOULD REQUEST A CHANGE OF FLIGHT LEVEL OR MACH NUMBER WHENEVER THIS WOULD IMPROVE THE OPERATING EFFICIENCY OF THE AIRCRAFT. REFUSALS, DUE TO OTHER TRAFFIC, SHOULD NOT DETER PILOTS FROM CONTINUING TO MAKE SUCH REQUESTS.
2. WHEN CIRCUMSTANCES RENDER THIS FEASIBLE, CONTROLLERS WILL ASK ANOTHER AIRCRAFT TO ACCEPT A HIGHER FLIGHT LEVEL OR CHANGE OF MACH NUMBER IN ORDER TO FACILITATE CLEARANCES FOR AIRCRAFT WHICH WOULD OTHERWISE EXPERIENCE A SIGNIFICANT PENALTY. IN AGREEING TO SUCH A REQUEST, PILOTS WILL CONTRIBUTE TO THE OVERALL ECONOMY IN FUEL USED.
3. WHERE POSSIBLE, PILOTS SHOULD GIVE ADVANCE WARNING OF A REQUEST; E.G., IF A WESTBOUND FLIGHT WISHES TO CLIMB AT 30° W, IT WILL ASSIST THE CONTROLLER IF THE REQUEST IS MADE WITH THE 20° W POSITION REPORT.

SPECIAL NOTICE - WEATHER REPORTING IN NORTH ATLANTIC

EFFECTIVE SEPTEMBER 1, 1983 AN INCREASED WEATHER REPORTING REQUIREMENT FOR TRANS-ATLANTIC FLIGHTS WILL BE INTRODUCED ON A TRIAL BASIS. THE PURPOSE OF THE TRIAL IS TO ESTABLISH THE PRACTICALITY OF IMPROVING THE ACCURACY OF METEOROLOGICAL FORECASTS BY MEANS OF ENHANCED AIRCRAFT REPORTS.

THE AIRCRAFT OBSERVATIONS AND REPORTS REQUIRED FOR THE TRIAL PERIOD ARE:

ALL AIRCRAFT FLYING IN THE GANDER OCEANIC, SHANWICK OCEANIC, NEW YORK OCEANIC, AND SANTA MARIA OCEANIC FLIGHT INFORMATION REGIONS BETWEEN NORTH AMERICA AND EUROPE, IN EITHER DIRECTION, SHALL MAKE, RECORD, AND REPORT ROUTINE METEOROLOGICAL OBSERVATIONS AT EACH DESIGNATED REPORTING POINT AND AT THE INTERMEDIATE MID-POINT BETWEEN SUCH REPORTING POINTS, EXCEPT THAT:

1.) THE MID-POINT OBSERVATION SHALL NOT BE THE SUBJECT OF A SPECIAL REPORT, BUT WILL BE RETAINED FOR TRANSMISSION AT THE NEXT DESIGNATED REPORTING POINT, AND
2.) AIRCRAFT CLEARED ON AN ORGANIZED TRACK SHALL BE REQUIRED TO MAKE, RECORD, AND REPORT ROUTINE OBSERVATIONS ONLY WHEN SO DESIGNATED AT THE TIME OF RECEIVING THEIR OCEANIC CLEARANCE.

THE FORMAT TO BE USED FOR REPORTING THE ADDITIONAL OBSERVATIONS SHALL BE BY REFERENCE TO THE LATITUDE (DEGREES AND MINUTES) AND LONGITUDE (DEGREES ONLY) OF THE INTERMEDIATE MID-POINT. EXAMPLE:

```
POS TW 760 62N 040W   0815
F410 61N 030W 0848 60N 020W  NEXT M556
220/55  6230N 045W  MS 60 270/80
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THE PERIOD OF THE TRIAL IS NOT FIXED. IN THE EVENT THAT PROBLEMS OF FREQUENCY CONGESTION, ETC., ARISE, THE TRIAL WOULD BE CURTAILED. ALTERNATELY, SUCCESSFUL OPERATION WILL ENABLE THE TRAIL PROCEDURES TO BE ADOPTED ON A PERMANENT BASIS.

SPECIAL NOTICE - NEW YORK VOLMET

NEW YORK VOLMET FREQUENCY 13270 KHZ BROADCASTS FROM 1 HOUR BEFORE SUNRISE TO 1 HOUR AFTER SUNSET. FREQUENCY 3485 KHZ BROADCASTS FROM 1 HOUR AFTER SUNSET TO 1 HOUR BEFORE SUNRISE. THE NEW YORK VOLMET CONTINUES ITS 24 HOUR-A-DAY BROADCAST ON FREQUENCIES 6604 KHZ AND 10051 KHZ. (FAA)

ATLANTIC AREA LORAN-C INFO: THE CURRENT OPERATIONAL STATUS OF ALL ATLANTIC AREA LORAN-C STATIONS IS AVAILABLE FROM THE FIVE COORDINATOR'S OF CHAIN OPERATIONS (COCO'S). THE COCO MONITORS THE DAY-TO-DAY OPERATIONS OF THE LORAN-C CHAIN AND PROVIDES INFORMATION WITH A RECORDED TELEPHONE ANNOUNCEMENT OR RESPONDS TO QUERIES DIRECTED TO THE COCO PERSONALLY. PERTINENT TELEPHONE NUMBERS FOLLOW:

A. COCO GREAT LAKES (8970) AND NORTHEAST (9960) CHAINS IS LOCATED AT LORAN STATION SENECA, N.Y. RECORDED ANNOUNCEMENT: (607) 869-5395. COCO: (607) 869-1334, FTS 957-5334.

B. COCO CANADIAN EASTCOAST (5930) AND LABRADOR SEA (7930) CHAINS IS LOCATED AT LORAN MONITOR STATION ST. ANTHONY NFLD CANADA. RECORDED ANNOUNCEMENT: (709) 454-3261. COCO: (709) 454-2392.

C. COCO SOUTHEAST (7980) CHAIN IS LOCATED AT LORAN STATION MALONE.

D. IF ADDITIONAL INFORMATION IS REQUIRED AFTER CONTACTING COCO'S, CONTACT THE CHAIN MANAGER AT GOVERNORS ISLAND, N.Y.: (212) 668-7880 OR FTS 664-7880.

E. SCHEDULED LORAN-C OFF-AIR TIMES ARE PUBLISHED BY NOTIFICATIONS OR ANNOUNCEMENTS IN LOCAL NOTICE TO MARINERS, CANADIAN COAST GRUAD NOTICES TO SHIPPING (NOTSHIP'S), AND ON THE PRERECORDED SERVICE FOR THE PERTINENT CHAIN. IN MANY CASES, SCHEDULED OUTAGES ARE PRECEEDED BY A COAST GUARD MARINE RADIO BROADCAST IN THE AREA WHERE THE COVERAGE WILL BE AFFECTED.

F. FOR BETTER SERVICE OF ANY REQUEST FOR OPERATIONS DATA (E.G., TO CHECK ON A SUSPECTED LORAN-C SYSTEM ABNORMALITY), PLEASE SUPPLY THE RATE AND DATE/TIME OF THE EVENT YOU WISH TO REPORT. THIS WILL ENABLE COORDINATOR OF CHAIN OPERATIONS TO QUICKLY CHECK THE RECORDS FOR THE PERIOD IN QUESTION AND GIVE A MORE EXACT ANSWER.

1. PACIFIC AREA LORAN-C INFO: INFORMATION CONCERNING CENTRAL PACIFIC (4990), CANADIAN WEST COAST (5990), NORTHWEST PACIFIC (9970), AND NORTH PACIFIC (9990) CHAINS MAY BE OBTAINED FROM THE REGIONAL MANAGER IN SAN FRANCISCO, CA AT (415) 437-3224.

2. EUROPEAN LORAN-C INFO: INFORMATIN CONCERNING THE ICELANDIC (9980), NORWEGIAN SEA (7970), AND THE MEDITERREANEAN SEA (7990) CHAINS MAY BE OBTAINED FROM THE CHAIN MANAGER AT U.S. COAST GUARD ACTIVITIES EUROPE, LONDON, UK AT 011-44-1-409-4758.

3. OMEGA: SUMMARY STATUS AND PROPAGATION ANOMALY NOTIFICATIONS ARE BROADCAST FROM WWV, FORT COLLINS, CO AT 16 MINUTES AFTER EACH HOUR. OTHER INFORMATION SOURCES ARE LISTED BELOW:

A. COAST GUARD ONSOD, WASHINGTON, D.C. (RECORDED ANNOUNCEMENT): (202) 245-0298 OR FTS 245-0298.

B. U.S. NAVAL OBSERVATORY (USNO) (AUTOMATED DATA SERVICE): (202) 653-1079 OR FTS 653-1079. FULL DUPLEX, EVEN PARITY 300 OR 1200 BAUD, ASCII.

C. IF ADDITIONAL INFORMATION IS REQUIRED, CONTACT THE OMEGA WATCHSTANDER AT ONSOD WASHINGTON, D.C.: (202) 243-0228 OR FTS 245-0228.

CARIBBEAN

SPECIAL NOTICE - CARIBBEAN

ROCK SOUND BAHAMAS RADIO BEACON (RSD) AND HAVANA CUBA RADIO BEACON (UHA) BOTH OPERATE ON FREQUENCY 348KHZ. BE ALERT FOR POSSIBLE INTERFERENCE. (FAA)

THE U.S. DEPARTMENT OF TRANSPORTATION WILL BE FLYING A LARGE WEATHER BALLOON OF 90 FEET IN LENGTH AT HEIGHTS UP TO 2500 FEET AT VARIOUS LOCATIONS IN THE CARIBBEAN, GULF OF MEXICO, AND FLORIDA WATERS. THIS BALLOON WILL BE TETHERED TO A SHIP; AIRMEN ARE ADVISED TO STAY CLEAR OF THE TETHER AS WELL AS THE BALLOON. THE BALLOON WILL USUALLY BE SEVERAL MILES AT SEA EXCEPT WHEN IT IS IN TRANSIT TO TEST SITES OR PULLING INTO DOCK, AT WHICH TIMES, THE BALLOON WILL BE FLOWN AT HEIGHTS FROM 150 TO 500 FEET. LOCAL CONTROL TOWERS WILL BE NOTIFIED BY THE COAST GUARD IN THE EVENT OF BALLOON FLIGHTS NEAR THEIR AIRPORTS. THE BALLOON AND TETHER WILL BE WELL MARKED BY STROBE LIGHTS AND FLAGS TO ASSURE VISIBILITY. (MIAMI FSS 6/29/84)

U.S. OVERLAND/OCEANIC NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. TEN MINUTES LONGITUDINAL SEPARATION MAY BE APPLIED BETWEEN TURBOJET AIRCRAFT TRANSITING ATS ROUTE G431 BETWEEN THE NEW YORK, MIAMI AND SAN JUAN OCEANIC CONTROL AREAS AND ALSO ON ATS ROUTES A25, A300 G132, AND A23 BETWEEN THE NEW YORK AND SAN JUAN OCEANIC CONTROL AREAS. THE USE OF 10 MINUTES LONGITUDINAL SEPARATION IS AUTHORIZED WITH ADHERENCE TO THE CRITERIA CONTAINED IN ATTACHMENT H TO ICAO DOC. 4444-RAC/501/10, PANSRAC, AND THE REGIONAL SUPPLEMENTARY PROCEDURES. SPECIFICALLY, 10 MINUTES LONGITUDINAL SEPARATION MAY BE USED BETWEEN TURBOJET AIRCRAFT FLYING AT THE SAME ALTITUDE/FLIGHT LEVEL PROVIDING THE FOLLOWING CONDITIONS ARE MET:

1. THE AIRCRAFT CONCERNED HAVE REPORTED OVER THE SAME ENTRY POINT INTO OCEANIC CONTROL AIRSPACE AND WILL FLY THE SAME TRACK OR CONTINUOUSLY DIVERGING TRACKS.
2. THE PRECEDING AIRCRAFT IS MAINTAINING A SPEED OF AT LEAST MACH 0.03 GREATER THAN THAT OF THE FOLLOWING AIRCRAFT. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: FLIGHTS IN OCEANIC AIRSPACE MUST BE CONDUCTED UNDER INSTRUMENT FLIGHT RULES (IFR) PROCEDURES WHEN OPERATING:

A. BETWEEN SUNSET AND SUNRISE;

B. AT OR ABOVE FLIGHT LEVEL (FL) 60 WHEN OPERATING WITHIN THE NEW YORK, OAKLAND, ANCHORAGE AND HONOLULU FLIGHT INFORMATION REGIONS (FIRS); OR

C. ABOVE FL 180 WHEN OPERATING WITHIN THE MIAMI AND HOUSTON FIRS AND IN THE SAN JUAN CONTROL AREA.

FLIGHTS BETWEEN THE EAST COAST OF THE U.S. AND BERMUDA OR CARIBBEAN TERMINALS AND TRANSVERSING THE NEW YORK FIR AT OR ABOVE 5,500 FT. MSL SHOULD BE ESPECIALLY AWARE OF THIS REQUIREMENT. (FAA)

SPECIAL NOTICE: IF THE PILOT OF AN AIRCRAFT OPERATING IN INTERNATIONAL AIRSPACE UNDER U.S. JURISDICTION AND EQUIPPED WITH A CODED RADAR BEACON TRANSPONDER EXPERIENCES A LOSS OF TWO-WAY RADIO CAPABILITY, HE SHOULD:

A. ADJUST HIS TRANSPONDER TO REPLY ON MODE A/3, CODE 7700 FOR A PERIOD OF 1 (ONE) MINUTE;

B. THEN CHANGE TO CODE 7600 AND REMAIN ON 7600 FOR A PERIOD OF 15 MINUTES OR THE REMAINDER OF THE FLIGHT WHICHEVER OCCURS FIRST;

C. REPEAT STEPS A. AND B., AS PRACTICABLE.

THE PILOT SHOULD UNDERSTAND THAT HE MAY NOT BE IN AN AREA OF RADAR COVERAGE. MANY RADAR FACILITIES ARE ALSO NOT PRESENTLY EQUIPPED TO AUTOMATICALLY DISPLAY CODE 7600 AND WILL INTERROGATE 7600 ONLY WHEN THE AIRCRAFT IS UNDER DIRECT RADAR CONTROL AT THE TIME OF RADIO FAILURE. HOWEVER, REPLYING ON 7700 FIRST INCREASES THE PROBABILITY OF EARLY DETECTION OF A RADIO FAILURE CONDITION. (FAA)

SPECIAL NOTICE--INSTRUCTIONS FOR USING FAA FORM 7233-4. INTERNATIONAL FLIGHT PLAN FORM: AMENDMENT 6 (APPLICABLE NOVEMBER 21, 1985) TO ICAO DOC 4444 SPECIFIES SEVERAL CHANGES IN ICAO INTERNATIONAL FLIGHT PLAN FORMAT. FAA WILL ACCEPT THE NEW ICAO FORMAT, EXCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS. THEREFORE, TO COMPLY AS CLOSELY AS POSSIBLE WITH AMENDMENT 6, THE FOLLOWING ADDITIONAL PROCEDURES WILL APPLY BEGINNING NOVEMBER 21 WHEN USING FAA FORM 7233-4:

1. FAA FORM 7233-4, ITEM 13 HAS A SPACE FOR FIR BOUNDARIES AND ESTIMATED TIMES. FAA REQUIRES FILED FIR BOUNDARIES AND ESTIMATED TIMES. HOWEVER, PUT THAT INFORMATION IN ITEM 18. OTHER INFORMATION, AS SPECIFIED IN ICAO FORMAT.

2. CONCERNING FAA FORM 7233-4, ITEM 15, THE U.S. AIR TRAFFIC SERVICE DOES NOT ACCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS.

3. IN ITEM 17, IN THE SECTION LABELED ETA, INSTEAD PUT TOTAL ESTIMATED ELAPSED TIME (TOTAL EET).

THE PRESENT SUPPLY OF FAA FORM 7233-4 WILL BE USED UNTIL EXHAUSTED AND REPLACED BY A NEW REVISED FAA INTERNATIONAL FLIGHT PLAN FORM.

THIS IS TO REMIND PILOTS OF THE NEED TO CONTINUOUSLY GUARD THE VHF EMERGENCY FREQUENCY 121.5 MHZ WHEN ON LONG OVER-WATER FLIGHTS, EXCEPT WHEN COMMUNICATIONS ON OTHER VHF CHANNELS, EQUIPMENT LIMITATIONS OR COCKPIT DUTIES PREVENT SIMULTANEOUS GUARDING OF TWO CHANNELS. GUARDING OF 121.5 MHZ IS PARTICULARLY CRITICAL WHEN OPERATING IN PROXIMITY TO FLIGHT INFORMATION REGION (FIR) BOUNDARIES, FOR EXAMPLE, OPERATIONS ON ATS ROUTE R220 BETWEEN ANCHORAGE AND TOKYO, SINCE IT SERVES TO FACILITATE COMMUNICATIONS WITH REGARD TO AIRCRAFT WHICH MAY EXPERIENCE IN-FLIGHT EMERGENCIES, COMMUNICATIONS, OR NAVIGATIONAL DIFFICULTIES. (REFERENCE ICAO ANNEX 10, VOL II, PARAS 5.2.2.1.1.1 AND 5.2.2.1.1.2.) (FAA 3/86)

ANCHORAGE CTA/FIR

SPECIAL NOTICE -- NAVIGATION WARNING: U.S. AIRCRAFT FLYING BETWEEN ALASKA AND JAPAN ARE CAUTIONED OF THE ABSOLUTE NECESSITY OF REMAINING OVER INTERNATIONAL WATERS AT ALL TIMES IN ORDER TO AVOID DANGEROUS CONSEQUENCES WHICH COULD RESULT FROM UNAUTHORIZED OVERFLIGHT OF SOVIET TERRITORY. RECOGNITION THAT MANY FLIGHT TRACKS ON THIS ROUTE PROVIDE MINIMUM SEPARATION FROM SOVIET AIRSPACE FURTHER EMPHASIZES THE NEED FOR ALL PILOTS TO USE ALL EXISTING NAVIGATIONAL CAPABILITY. THE FAA THEREFORE RECOMMENDS THAT ALL PILOTS FLYING BETWEEN ALASKA AND JAPAN TAKE UTMOST PRECAUTIONS TO AVOID FLYING OVER SOVIET TERRITORY. PILOTS AND OPERATORS OF SMALL AIRCRAFT PERFORMING BEAR HUNTING FLIGHTS OR OTHER TYPES OF FLIGHT IN THE BERING STRAIT AREA ARE ALSO URGED TO TAKE UTMOST PRECAUTION TO AVOID ANY OPERATION IN USSR AIRSPACE.(FAA)

SPECIAL NOTICE - TO CLARIFY ENROUTE COMMUNICATIONS PROCEDURES AND DOCUMENT THOSE NOW GENERALLY EMPLOYED IN SUPPORT OF FLIGHT OPERATIONS IN THE ANCHORAGE ARCTIC CTA/FIR BEYOND LINE OF SIGHT RANGE OF REMOTE CONTROL VHF AIR/GROUND FACILITIES OPERATED FROM THE ANCHORAGE ACC. FLIGHT CREWS OPERATING AIRCRAFT IN THAT AIRSPACE UNDER THOSE CIRCUMSTANCES ARE EXPECTED TO MAINTAIN COMMUNICATIONS WITH CAMBRIDGE BAY RADIO AND A LISTENING OR SELCAL WATCH ON HF FREQUENCIES OF NORTH ATLANTIC DELTA NAT D NETWORK, VIZ. 2971, 4675, 8891, 11279 KHZ. CAMBRIDGE BAY RADIO WILL ACCOMPLISH NECESSARY RELAY BETWEEN ENROUTE AIRCRAFT AND THE ANCHORAGE CENTER. ADDITIONALLY AND IN VIEW OF REPORTED MARGINAL RECEPTION OF HONOLULU PACIFIC VOLMET BROADCAST IN THAT AND ADJACENT CANADIAN AIRSPACE, CAMBRIDGE BAY RADIO CAN PROVIDE ANCHORAGE AND FAIRBANKS SURFACE OBSERVATIONS AND TERMINAL FORECASTS TO FLIGHT CREWS ON REQUEST. (FAA)

MIAMI CTA/FIR

MIAMI ARTCC: AIRCRAFT ON IFR FLIGHT PLANS ENTERING THE MIAMI CTA/FIR AT FL 240 AND ABOVE FROM THE HAVANA CTA/FIR ARE REQUESTED TO ESTABLISH COMMUNICATIONS WITH MIAMI CENTER AT LEAST 10 MINUTES PRIOR TO THE BOUNDARY ON THE FOLLOWING FREQUENCIES: B646, G448--132.2 VHF AND 306.9 UHF; A301, G437 AND R628--128.75 VHF AND 270.3 UHF. AIRCRAFT ON IFR FLIGHT PLAN ENTERING MIAMI CTA/FIR FROM PORT 'AU' PRINCE OR SANTO DOMINGO CTA/FIR CONTACT MIAMI ARTC CENTER ON 132.3/307.2 AT LEAST TEN (10) MINUTES PRIOR TO REACHING MIAMI CTA/FIR BOUNDARY FOR ATC CLEARANCE. (FAA)

SPECIAL NOTICE - MIAMI OCEANIC CTA. EFFECTIVE IMMEDIATELY, AIR TRAFFIC PROPOSING OPERATION IN THE MIAMI OCEANIC CTA EAST OF 80 DEGREES WEST AND SOUTH OF 30 DEGREES NORTH, AT AND ABOVE FL240 BETWEEN 1200Z AND 0000Z, SHOULD EXPECT ROUTING VIA ESTABLISHED AIRWAYS OR APPROVED PART 95 ROUTES.

ALSO, DURING THE SAME PERIOD, A555 BETWEEN ZBB NDB AND GT NDB, AT AND ABOVE FL240, WILL BE RESERVED FOR NORTHWEST BOUND TRAFFIC ONLY.

AIRCRAFT PROPOSING FLIGHT SOUTHEASTWARD ON THAT PORTION OF A555, AT OR ABOVE FL240, CAN EXPECT ROUTING VIA ZBV, BR55V, COBBL, BR1L GT.

THIS ROUTING WILL BE REFERRED TO AS THE MISAN ROUTE. DURING THE PERIOD 1200Z TO 0000Z, THAT PORTION OF BR1L COMPRISING THE MISAN ROUTE WILL BE RESERVED FOR SOUTHEAST BOUND TRAFFIC ONLY. (FAA 1/85)

SPECIAL NOTICE - MIAMI OCEANIC CTA MIAMI ARTCC IS UTILIZING A SECONDARY RADAR SYSTEM FROM AN ANTENNA LOCATED ON THE ISLAND OF GRAND TURK BRITISH WEST INDIES. IFR AIRCRAFT WITHIN 200 NAUTICAL MILES OF THE ANTENNA ABOVE FL240 CAN EXPECT RADAR SEPARATION FROM OTHER IFR AIRCRAFT. RADAR SEPARATION WILL BE UTILIZED BELOW FL240 FOR THOSE PARTICIPATING AIRCRAFT WITHIN THE ANTENNA COVERAGE. THERE IS NO PRIMARY RADAR DATA OR WEATHER INFORMATION AVAILABLE FROM THIS SYSTEM. SOME OVERLAP BETWEEN THIS ANTENNA AND THE PICO DEL ESTE, PUERTO RICO ANTENNA IS AVAILABLE AT AND ABOVE FL240. OVERLAPPING COVERAGE WEST OF GRAND TURK IS NOT YET AVAILABLE. SINCE RADAR SEPARATION IS DEPENDENT UPON THE RECEIPT OF A TRANSPONDER RETURN, ALL AIRCRAFT WITHIN THE 200 NM COVERAGE OF THE SYSTEM ARE REQUIRED TO UTILIZE TRANSPONDER CODES AS ASSIGNED BY ATC OR THE APPROPRIATE STRATUM CODE.

AIRCRAFT DEPARTING AND OVERFLYING THE SANTO DOMINGO AND PORT AU PRINCE FIRS CAN EXPECT ATC ASSIGNED CODES FROM THOSE AGENCIES. INITIAL CALL UP TO MIAMI CENTER PRIOR TO CROSSING THE CTA/FIR BOUNDARY WILL PERMIT EARLY RADAR IDENTIFICATION AND IS NECESSARY. RADAR FLIGHT FOLLOWING OF VFR AIRCRAFT WILL BE AVAILABLE ON A WORKLOAD PERMITTING BASIS. THE PRIMARY ATC FREQUENCY IS 132.3 AND 307.2. MIAMI CENTER IS COMMISSIONING A SECOND FREQUENCY PAIR 135.2 AND 327.0 FOR FUTURE USE. (FAA 92/85)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: THE ATTENTION OF PILOTS PLANNING FLIGHTS WITH THE NEW YORK OCEANIC FLIGHT INFORMATION REGION IS DIRECTED TO THE COMMUNICATION AND POSITION REPORTING REQUIREMENTS SPECIFIED IN THE FOLLOWING ICAO DOCUMENTS: ANNEX 2, PARAGRAPH 3.5.9; ANNEX 11, PARAGRAPH 6.1.2; PANS-RAC 4444, PART 11, PARAGRAPH 13, AND DOC 7030, PARAGRAPHS 4 AND 6. THE COMMUNICATIONS REQUIREMENTS FOR IFR FLIGHTS WITHIN THE NEW YORK OCEANIC CONTROL AREA ARE:

1. FUNCTIONING TWO-WAY RADIO COMMUNICATIONS EQUIPMENT CAPABLE OF COMMUNICATING WITH AT LEAST ONE APPROPRIATE GROUND STATION FROM ANY POINT ON THE ROUTE.
2. MAINTAIN A CONTINUOUS LISTENING WATCH ON THE APPROPRIATE RADIO FREQUENCY.
3. REPORT POSITIONS IN SPECIFIED CIRCUMSTANCES.

NOTE: HF COMMUNICATION IS REQUIRED FOR OCEANIC FLIGHT. THE ABILITY TO COMMUNICATE AT ANY POINT OF THE ROUTE IS NECESSARY FOR THE CONTROL PROCESS. INABILITY TO COMPLY IS IN VIOLATION OF THE REQUIREMENTS STATED ABOVE. NO VHF COMMUNICATIONS ARE AVAILABLE FOR POSITION REPORTING FOR FLIGHT THROUGH NEW YORK OCEANIC AIRSPACE. (FAA)

SPECIAL NOTICE--BERMUDA: THE NEW YORK AREA CONTROL CENTER HAS DELEGATED CONTROL AUTHORITY AND FLIGHT INFORMATION RESPONSIBILITY WITHIN A 180 NM RADIUS OF THE BERMUDA VOR AT FL 500 AND BELOW TO THE BERMUDA TERMINAL CONTROL AREA FACILITY (TCAF). THE BERMUDA TCAF USES POSITIVE RADAR CONTROL PROCEDURES WITHIN THE BERMUDA CONTROL AREA. CANCELLATION OF IFR FLIGHT AFTER ENTRY INTO THE CONTROL AREA IS NOT PERMITTED. ALL INBOUND TRANSPONDER EQUIPPED AIRCRAFT SHALL RESPOND ON MODE 3A, CODE 2100 UPON ENTRY INTO THE CONTROL AREA. NON-TRANSPONDER EQUIPPED AIRCRAFT OR AIRCRAFT WITH INOPERATIVE TRANSPONDER SHALL BE ASSIGNED SPECIFIC IFR FLIGHT LEVELS UPON ENTERING THE CONTROL AREA. ALL INTERNATIONAL FLIGHTS WHICH PLAN TO PENETRATE THE CONTROL AREA, MUST INCLUDE THE BERMUDA TCAF AS AN AFTN ADDRESSEE ON THE ICAO FILED FLIGHT PLAN. THE BERMUDA TCAF AFTN ADDRESS IS MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: EFFECTIVE IMMEDIATELY ALL AIR CARRIERS, PRIVATE AND MILITARY USERS FLIGHT PLANNING TO OPERATE THROUGH THE NEW YORK OCEANIC CONTROL AREA SHALL, IN ACCORDANCE WITH ICAO DOCUMENT 7030, PARA 4.6, ADD NEW YORK OCEANIC CONTROL AS KZNYZQ AS AN ADDRESSEE. FOR THOSE FOLLOWING THIS PROCEDURE, PLEASE ENSURE THAT CORRECT CALL LETTERS ARE BEING USED. MANY FLIGHT PLANS ARE BEING DUPLICATED AND IN SOME CASES TRIPLICATED. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: SEE THE ENTRY FOR PANAMA IN THE SECTION TITLED FOREIGN NOTICES IN THIS PUBLICATION.

SAN JUAN CTA/FIR

SPECIAL NOTICE: ALL VFR AIRCRAFT ENTERING AND DEPARTING THE SAN JUAN FIR/CTA WILL PROVIDE SAN JUAN RADIO WITH AN ICAO FLIGHT PLAN. ALL AIRCRAFT MUST ESTABLISH 2 WAY COMMUNICATIONS WITH SAN JUAN ON 126.7, 122.2, 123.65 OR 255.4. COMMUNICATION CAN ALSO BE ESTABLISHED BY USING THE VOR FREQUENCY FOR RECEIVING AND TRANSMITTING ON 122.1 FOR BORINQUEN (BQN), MAYAGUEZ (MAZ), PONCE (PSE), ST. THOMAS (STT). THE ST. CROIX TRANSMITTING FREQUENCY TO USE IS 123.6. IF UNABLE TO CONTACT SAN JUAN RADIO THE PILOT IS RESPONSIBLE FOR NOTIFYING ADJACENT ATS UNITS AND REQUEST THAT A POSITION REPORT BE RELAYED TO SAN JUAN RADIO FOR SEARCH AND RESCUE PURPOSES AND FLIGHT FOLLOWING. THIS IS IN ACCORDANCE WITH ICAO DOC. 4444, PART II, PARA. 14.1.1, PARA. 14.1.4; PART VI, PARA. 1.2.1 AND PARA. 2.2.2, ANNEX 11, CHAPTER 6, PARA. 6.1.2.1, PARA. 5.1.1, PARA. 5.2.1, PARA. 5.2.2, PARA. 5.2.2.3, PARA. 5.3.2.4, PARA. 5.4.1. (FAA)

SPECIAL NOTICE--ALL IFR OR VFR AIRCRAFT LANDING AT PUERTO RICO INTERNATIONAL, ISLA GRANDE, HARRY S.

TRUMAN, OR ALEXANDER HAMILTON AIRPORTS THAT REQUIRE CUSTOMS, CONTACT SAN JUAN IFSS ONE HOUR PRIOR TO LANDING AND REQUEST CUSTOMS BE ADVISED (ADCUS). ALSO INCLUDE ADCUS IN THE REMARKS SECTION OF THE FLIGHT PLAN. ADCUS SERVICE IS NOT AVAILABLE AT OTHER AIRPORTS IN THE SAN JUAN FIR. PILOTS ARE RESPONSIBLE FOR ADVISING CUSTOMS OF THEIR INTENDED ARRIVAL IN ACCORDANCE WITH PROCEDURES CONTAINED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL. (SAN JUAN IFSS 101200.)

HOUSTON/MIAMI CTA/FIR-NY OCEANIC CONTROL AREA

SPECIAL NOTICE: A LARGE SCALE METEOROLOGICAL STUDY WILL BE CONDUCTED FROM JANUARY 15 TO MARCH 15, 1986, IN THE OFFSHORE AIRSPACE ADJACENT TO THE UNITED STATES GULF AND EAST COASTS. THE PROJECT, KNOWN AS "GALE__GENESIS OF ATLANTIC LOW EXPERIMENT," WILL INVESTIGATE THE DEVELOPMENT OF EAST COAST STORMS WHICH PRESENT A SERIOUS FORECASTING PROBLEM. SOME 10 OR MORE AIRCRAFT WILL BE DEPLOYED TO FLY ROUTES AND FLIGHT PATTERNS WITHIN THE GALE PROJECT STUDY AREA. ACTIVITIES WILL INCLUDE DROPWINDSONDE RELEASES ALONG PREDETERMINED TRACKS IN THE UNITED STATES GULF AND ATLANTIC OFFSHORE AREAS BETWEEN 30 DEGREES WEST LONGITUDE AND 70 DEGREES WEST LONGITUDE. ALL DROPWINDSONDE RELEASES WILL OCCUR MORE THAN 60NM OFFSHORE. ACTUAL FLIGHT TIMES WILL DEPEND ON DEVELOPING STORM CONDITIONS. PILOTS OPERATING WITHIN THE GALE STUDY AREA MAY RECEIVE STATUS INFORMATION FROM THE APPROPRIATE ATC FACILITY. (FAA)

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INTERNATIONAL NOTICES TO AIRMEN

U.S. Department of Transportation
Federal Aviation Administration

TD 4.11:

FOREWORD

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION IS A BI-WEEKLY PUBLICATION CONTAINING SIGNIFICANT INTERNATIONAL NOTAM INFORMATION AND SPECIAL NOTICES WHICH MAY AFFECT A PILOT'S DECISION TO ENTER OR USE CERTAIN AREAS OF FOREIGN OR INTERNATIONAL AIRSPACE. THIS PUBLICATION COMPLEMENTS AND EXPANDS DATA CARRIED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL, AVAILABLE UPON SEPARATE SUBSCRIPTION. ALL PILOTS SHOULD REVIEW THE FOREIGN AIRSPACE AND ENTRY RESTRICTIONS PUBLISHED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL DURING THE FLIGHT PLANNING PROCESS. FOREIGN AIRSPACE PENETRATION WITHOUT OFFICIAL AUTHORIZATION CAN INVOLVE BOTH DANGER TO THE AIRCRAFT AND THE IMPOSITION OF SEVERE PENALTIES AND INCONVENIENCE TO BOTH PASSENGERS AND CREW. A FLIGHT PLAN ON FILE WITH ATC AUTHORITIES DOES NOT NECESSARILY CONSTITUTE THE PRIOR PERMISSION REQUIRED BY CERTAIN OTHER AUTHORITIES. THE POSSIBILITY OF FATAL CONSEQUENCES CANNOT BE IGNORED IN SOME AREAS OF THE WORLD.

THE INFORMATION CONTAINED IS DERIVED FROM INTERNATIONAL NOTAMS AND OTHER APPROPRIATE SOURCES. INTERNATIONAL NOTAMS ARE OF TWO TYPES, CLASS ONE INTERNATIONAL NOTAMS AND CLASS TWO INTERNATIONAL NOTAMS. CLASS ONE NOTAMS ARE THOSE NOTAMS DISSEMINATED VIA TELECOMMUNICATIONS. THESE NOTAMS ARE MADE AVAILABLE VIA TELECOMMUNICATIONS TO THE U.S. FLYING PUBLIC THROUGH THE INTERNATIONAL NOTAM OFFICE IN WASHINGTON, D.C., VIA THE LOCAL FLIGHT SERVICE STATIONS. CLASS TWO NOTAMS ARE NOTAMS DISSEMINATED VIA POSTAL SERVICES AND ARE NOT READILY AVAILABLE TO THE U.S. FLYING PUBLIC. THIS PUBLICATION COVERS NOTAM AND OTHER TEMPORARY, HAZARDOUS CONDITIONS WHICH ARE NOT READILY AVAILABLE TO THE FLYING PUBLIC AND INCLUDES INFORMATION ON RECORD AS OF 1200Z ON THE DATE APPEARING ON THE COVER. FOR LATEST INFORMATION, CONSULT CLASS I NOTAMS ISSUED BY TELECOMMUNICATIONS AT ANY FAA FLIGHT SERVICE STATION. THE FOREIGN NOTICES INCLUDED, ARE TO THE MAXIMUM EXTENT POSSIBLE, CARRIED AS ISSUED. THE ABBREVIATIONS USED ARE, IN MOST ALL INSTANCES, THOSE ABBREVIATIONS LISTED IN ICAO DOCUMENT DOC 8400. INFORMATION INCLUDED WILL INDICATE THE SOURCE FOLLOWING THE ENTRY. THIS WILL ASSIST THE USER IN ESTABLISHING THE CURRENCY OF THE INFORMATION CONTAINED, SHOULD HE SO DESIRE, WITH THE ORIGINATOR OF THE INFORMATION (SEE THE INTERNATIONAL FLIGHT INFORMATION MANUAL FOR FOREIGN NOTAM OFFICE AREAS OF RESPONSIBILITY AND FOR A LISTING OF FOREIGN NOTAM OFFICES WITH WHICH THE U.S. INTERNATIONAL NOTAM OFFICE EXCHANGES INFORMATION). INFORMATION SOURCES WILL BE INDICATED AS I OR II FOR CLASS ONE AND CLASS TWO NOTAMS, FOLLOWED BY THE NOTAM NUMBER; AIP FOR AERONAUTICAL INFORMATION PUBLICATION CHANGES, FOLLOWED BY THE AIP CHANGE NUMBER; AIC FOR AERONAUTICAL INFORMATION CIRCULAR, FOLLOWED BY THE AIC NUMBER; DOS FOR DEPARTMENT OF STATE ADVISORIES; AND FAA FOR FEDERAL AVIATION ADMINISTRATION.

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION GIVES WORLD WIDE COVERAGE IN EACH ISSUE. COVERAGE FOR THE U.S. AND ITS EXTERNAL TERRITORIES IS LIMITED AND NORMALLY WILL NOT INCLUDE DATA AVAILABLE ON DOMESTIC NOTAM CIRCUITS OR PUBLISHED IN OTHER OFFICIAL SOURCES AVAILABLE TO THE USER.

EACH ISSUE OF THIS PUBLICATION IS COMPLETE IN ITSELF AS FAR AS DATA OF A TEMPORARY NATURE IS CONCERNED. TEMPORARY DATA IS REPEATED IN EACH ISSUE UNTIL THE CONDITION CEASES TO EXIST. PERMANENT DATA WILL BE CARRIED UNTIL IT IS SUFFICIENTLY PROMULGATED OR IS AVAILABLE IN OTHER PERMANENT SOURCES. THESE ITEMS WILL BE PREFIXED BY A SOLID DOT (•) WHEN THEY ARE TO BE REMOVED FROM FUTURE EDITIONS. THIS WILL AID THE USER IN THE IDENTIFICATION OF THOSE PERMANENT ITEMS WHICH HE, THE USER, MAY WISH TO RETAIN FOR HIS OWN RECORDS. NEW ITEMS TO THIS PUBLICATION ARE IDENTIFIED BY UNDERSCORING THE FIRST LINE OF THE NEW ENTRY.

IN CARRYING OUT ITS EXPRESSED PURPOSE OF PROVIDING A NOTICE TO AIRMEN SERVICE, THIS PUBLICATION INCLUDES DATA ISSUED BY FOREIGN GOVERNMENTS. IT SHOULD BE CLEARLY UNDERSTOOD THAT THE PUBLICATION OF SUCH DATA IN NO WAY CONSTITUTES A LEGAL RECOGNITION OF THE INTERNATIONAL VALIDITY OF SUCH DATA. THE SCOPE OF THIS PUBLICATION PRECLUDES ANY ATTEMPT TO TABULATE ALL NOTAM DATA. WHILE EVERY EFFORT IS MADE TO PUBLISH ALL PERTINENT DATA, THE FEDERAL AVIATION ADMINISTRATION CANNOT ASSUME ANY LIABILITY FOR FAILURE TO PUBLISH ANY PARTICULAR ITEM.

COMMUNICATIONS WITH THE EDITORS OF THIS PUBLICATION, INCLUDING NOTIFICATION OF ERRONEOUS OR OBSOLETE DATA, SHOULD BE DIRECTED TO THE FEDERAL AVIATION ADMINISTRATION, FLIGHT INFORMATION AND OBSTRUCTIONS BRANCH (ATO-210), 800 INDEPENDENCE AVE., SW, WASHINGTON, D.C. 20591 (TELEPHONE 202-426-8790, 0800-1700 MONDAY-FRIDAY; OTHER TIMES CALL 202-426-3390). SUBSCRIPTIONS FOR THIS PUBLICATION SHOULD NOT BE FORWARDED TO THE FEDERAL AVIATION ADMINISTRATION. THIS PUBLICATION IS SOLD BY THE SUPERINTENDENT OF DOCUMENTS, U.S. GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C. 20402. ALL QUERIES CONCERNING YOUR SUBSCRIPTION OR PRICES SHOULD BE DIRECTED ONLY TO THE SUPERINTENDENT OF DOCUMENTS.

FOREIGN NOTICES

CARIBBEAN

SPECIAL NOTICE: SEE SPECIAL NOTICE UNDER CARIBBEAN IN THE INTERNATIONAL OCEANIC AIRSPACE NOTICE.

CUBA

AIRCRAFT ARRIVING FROM OR DEPARTING FOR CUBA MUST LAND AT OR DEPART FROM FORT LAUDERDALE-HOLLYWOOD AIRPORT.

IRAN -- PERSIAN GULF

THE IRANIAN AIRSPACE IS CLOSED TO UNITED STATES AIRCRAFT. FLIGHT PLAN AND LATEST INFORMATION REGARDING AIRCRAFT THAT FLY IN THE PORTION OF TEHRAN FIR OVER THE PERSIAN GULF SHOULD BE MADE AVAILABLE TO TEHRAN ACC EITHER DIRECTLY OR THROUGH BAHRAIN ACC OR BANDAR ABBASS, BUSHER ATC. AIRCRAFT THAT FAIL TO DO SO SHOULD REFRAIN FROM FLYING OVER AND IN THE VICINITY OF ANY INSTALLATION BELONGING TO ISLAMIC REPUBLIC OF IRAN. AREA CONTROL SERVICE PROVIDED BY TEHRAN ACC ALONG ATS 21 AND OTHER ATS ROUTES OVER THE PERSIAN GULF IS REDUCED TO FLIGHT INFORMATION SERVICE UNTIL FURTHER NOTICE DUE TO TEMPORARY DEFICIENCIES IN VHF COMMUNICATIONS. COMMUNICATIONS ARE AVAILABLE ON HF FREQUENCIES 13336, 8847, 5680, 5603 AND 6624KHZ AND VHF FREQUENCIES 134.1 AND 118.1MHZ. TEHRAN ASSUMES NO RESPONSIBILITY FOR THE PORTIONS OF ATS ROUTES R21 AND B56 WHICH ARE OVER THE HIGH SEAS. FLIGHTS MAY BE SUBJECT TO VISUAL IDENTIFICATION BY MILITARY AIRCRAFT ACCORDING TO ICAO REGULATIONS. OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD BE AWARE THAT THE FAA IS NOT A DIRECT RECIPIENT OF IRANIAN NOTAMS AND THAT THE ABOVE INFORMATION MAY NOT BE COMPLETE AND CURRENT. PILOTS PLANNING TO OPERATE IN THE PERSIAN GULF AREA SHOULD VERIFY NOTAMS WITH A FACILITY RECEIVING CURRENT NOTAM INFORMATION. DUE TO THE TENSIONS AND HOSTILITIES IN THE PERSIAN GULF AREA IT IS RECOMMENDED THAT OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD CONTINUE TO FLIGHT PLAN SO AS NOT TO FLY OVER THE PERSIAN GULF EAST OF AIRWAY B-55 OR NORTH OF AIRWAY A-55. (FAA FDC 4/334)

U.S.NAVAL FORCES IN THE PERSIAN GULF, STRAIT OF HORMUZ, GULF OF OMAN AND ARABIAN SEA (NORTH OF 20 DEGREES NORTH) ARE TAKING ADDITIONAL DEFENSIVE PRECAUTIONS AGAINST TERRORIST THREATS. AIRCRAFT AT ALTITUDES LESS THAN 2000 FT. AGL WHICH ARE NOT CLEARED FOR APPROACH/DEPARTURE TO OR FROM A REGIONAL AIRPORT ARE REQUESTED TO AVOID APPROACHING CLOSER THAN 5 NM TO U.S.NAVAL FORCES.

IT IS ALSO REQUESTED THAT AIRCRAFT APPROACHING WITHIN 5 NM ESTABLISH AND MAINTAIN RADIO CONTACT WITH U.S.NAVAL FORCES ON 121.5 MHZ VHF OR 243.0 MHZ UHF. AIRCRAFT WHICH APPROACH WITHIN 5 NM AT ALTITUDES LESS THAT 2000 FT. AGL WHOSE INTENTIONS ARE UNCLEAR TO U.S.NAVAL FORCES MAY BE HELD AT RISK BY U.S. DEFENSIVE MEASURES. THIS IS A JOINT USCINCPAC AND USCINCCENT NOTAM AFFECTING OPERATIONS WITHIN THEIR RESPECTIVE AREA OF RESPONSIBILITY. (112119 KFDC)

LEBANON

DUE TO SAFETY IN AIR COMMERCE AND AIR TRANSPORTATION, AND THE PUBLIC INTEREST, ALL U.S. AIR CARRIERS (PART 121/135/125) ARE PROHIBITED FROM OPERATING INTO BEIRUT INTERNATIONAL AIRPORT. (FAA RWA 5/106)

NETHERLANDS ANTILLES

PRINSES BEATRIX AIRPORT - ARUBA: DUE TO FREQUENT VIOLATION OF ARTICLE 29 OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION AND OF OUR NATIONAL LAWS AND REGULATIONS ON THE SAME SUBJECT, AIRMEN ARE ADVISED THAT STRICT INSPECTION OF AIRCRAFT DOCUMENTS AND CREW MEMBER LICENSES WILL BE CARRIED OUT AND THAT FAILURE TO CARRY VALID DOCUMENTS AND CERTIFICATES MAY RESULT IN LEGAL PROSECUTION. (II 18/82)

NICARAGUA

ALL NATIONAL AND FOREIGN REGISTERED AIRCRAFT PROVIDING SCHEDULED OR NON-SCHEDULED COMMERCIAL SERVICE OR GENERAL AVIATION SERVICE NEEDING TO REFUEL AT THE AUGUSTO C. SANDINO INTERNATIONAL AIRPORT SHALL MAKE ARRANGEMENTS TO DO SO WITH THE AIRPORT ADMINISTRATION, WHICH IS THE ONLY AGENCY AUTHORIZED TO PROVIDE THIS SERVICE.(II A4/85)

PANAMA

SPECIAL NOTICE: EN ROUTE IFR FLIGHTS OPERATING WITHIN THE PANAMA CTA AND OUTSIDE THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ARE REQUIRED TO ESTABLISH AND MAINTAIN COMMUNICATIONS WITH PANAMA RADIO. IFR ACFT ENTERING THE PANAMA CTA SHALL MAKE A STANDARD POSITION REPORT AT THE CTA BOUNDARY TO PANAMA ARTCC THROUGH PANAMA RADIO. PRIMARY AND ALTERNATE FREQUENCIES: PRIMARY 6649 KHZ, ALTERNATE 2944 KHZ WHEN OPERATING SOUTH OF 09-00N/TBG. PRIMARY 6577 KHZ, ALTERNATE 8918 KHZ WHEN OPERATING NORTH OF 09-00N/TBG. ADDITIONAL FREQUENCIES AVAILABLE ARE 5520 KHZ, AND 11396 KHZ. U.S. MILITARY FLIGHTS AND CIVIL ACFT UNABLE TO ESTABLISH COMMUNICATIONS WITH PANAMA RADIO MAY UTILIZE ALBROOK AIRWAYS ON USB FREQUENCIES 5710 KHZ 0200-1200Z, 6683 KHZ 0000-1400Z, 8993/11176 KHZ 24 HOURS DAILY, 15015 KHZ 1200-0200Z, 18019 KHZ 1400-2400. WHEN OPERATING WITHIN THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ENROUTE IFR AIRCRAFT ARE REQUIRED TO MAINTAIN DIRECT PILOT/CONTROLLER COMMUNICATIONS UTILIZING 125.5 OR 352.0 MHZ, ALTERNATES 120.3 OR 317.7 MHZ. ALL AIRCRAFT OPERATING WITHIN THE PANAMA CTA/FIR EQUIPPED WITH FUNCTIONING TRANSPONDER SHOULD SET TRANSPONDERS TO REPLY ON THE FOLLOWING MODES/CODES IN ACCORDANCE WITH TYPE OF FLIGHT PLAN AND ALTITUDE STRATUM. IFR AIRCRAFT BELOW FLIGHT LEVEL 200 MODE A/3 CODE 1100. AT AND ABOVE FLIGHT LEVEL 200 MODE A/3 CODE 2100. VFR AIRCRAFT, MODE A/3 CODE 1200. OTHER TRANSPONDERS REPLIES WILL BE ASSIGNED BY PANAMA ACC AS NECESSARY. (FAA)

THAILAND

BANGKOK INTERNATIONAL AIRPORT - PEAK HOURS: DUE TO CRITICAL AIR TRAFFIC SATURATION AT BANGKOK INTERNATIONAL AIRPORT, WITH IMMEDIATE EFFECT, PEAK HOURS AT BANGKOK INTERNATIONAL AIRPORT ARE FROM 0200 TO 0530Z, 1000 TO 1300Z AND FROM 1500 TO 1700Z. ALL FOREIGN INTERNATIONAL NONSCHEDULED AIRCRAFT SHOULD AVOID TO LAND WITH TRAFFIC PURPOSE AT BANGKOK INTERNATIONAL AIRPORT DURING THE DECLARED PEAK HOURS. RESTRICTION DURING PEAK HOURS FROM 1500 TO 1700Z SHALL BE STRICTLY IMPOSED ON NONSCHEDULED B-747 TO LAND WITH ANY PURPOSES. (AIC 1/81)

ZAMBIA

LUSAKA FIR NON-SCHEDULED FLIGHTS: THE ZAMBIAN AIRSPACE IS NOW OPEN TO ALL NONSCHEDULED FLIGHTS EXCEPT WESTERN PROVINCE. THOSE OPERATORS WISHING TO OPERATE INTO OR OVERFLY WESTERN PROVINCE OF ZAMBIA MUST APPLY TO THE COMMANDER ZAMBIA NATIONAL DEFENSE FORCES GIVING 10 DAYS PRIOR NOTICE AND APPROVAL MUST BE RECEIVED BY THE APPLICANT BEFORE FLIGHT IS UNDERTAKEN.

THE APPLICATION MUST INCLUDE THE FOLLOWING:

- A. PILOTS NAME;
- B. OPERATORS NAME AND ADDRESS;
- C. TYPE OF AIRCRAFT AND REGISTRATION;
- D. ROUTE OR AREA OF OPERATION; AND
- E. PURPOSE OF FLIGHT DATES, TIMINGS, ETC.

ALL APPLICATIONS ARE DIRECTED TO THE COMMANDER Z.N.D. FORCES. (II 5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

CANARY ISLANDS

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, BECAUSE OF INCIDENTS IN THE WESTERN SAHARA REGION ON JANUARY 21 AND FEBRUARY 21, 1985, RESULTING IN AIRCRAFT DOWNINGS WHICH WERE MOST LIKELY CAUSED BY SURFACE TO AIR MISSLE FIRINGS, IT IS STRONGLY RECOMMENDED THAT FLIGHTS MAINTAIN A MINIMUM ALTITUDE OF 20,000 FEET IN THAT AREA OF THE CARARYS FLIGHT INFORMATION REGION (FIR) OVER THE LAND MASS OF THE WESTERN SAHARA SOUTH OF 26 DEGREES NORTH LATITUDE AND FOR A DISTANCE OF FIVE NAUTICAL MILES OUT TO SEA PARALLEL TO THE SAHANAR COAST. FOR FLIGHTS OPERATING TO OR FROM DAKHLA (EX VILLA CISNEROS) - 20 DEGREES, FIFTY-FOUR MINUTES NORTH LATITUDE; 17 DEGREES 4 MINUTES WEST LONGITUDE, RECOMMEND ALL DESCENTS BE MADE FROM SEAWARD AND CLIMB TO SEAWARD UNTIL PASSING 20,000 FEET OR UNTIL PASSING MORE THAN FIVE NAUTICAL MILES FROM THE COAST. (DOS 086863 3/85)

CHAD

ALL CHADIAN AIRSPACE NORTH OF A LINE RUNNING .FROM ABECHE (13-49N 20-49E) TO MASSAKORY (13-00N 15-44E) AND EXTENDING TO BOTH CHAD'S EASTERN AND WESTERN BORDERS ARE RESTRICTED. THE FOLLOWING SECTIONS OF INTERNATIONAL AIRWAYS NO LONGER ARE APPROVED FOR USE: ROUTE UA 607/A 607 FROM BAGAR TO BOLBE, ROUTE UA 403/A 403 FROM SENOK TO DEPOS, AND ROUTE UG 655 FROM GARIN TO KOLBA. THERE ARE NO RESTRICTIONS ON FLIGHT ACTIVITY SOUTH OF THE ABECHE-MASSAKORY LINE.

COLOMBIA

THE GOVERNMENT OF COLOMBIA HAS A RESTRICTED AIR TRAFFIC ZONE OVER MOST OF THE SANTA MARTA MOUNTAINS, ALL OF THE STATE OF GUAJIRA, AND ALL TERRITORIAL WATERS NORTH OF THESE AREAS (12NM FROM THE COAST LINE). THE ZONE EXTENDS TO AN ALTITUDE OF 7,000 FEET, EXCEPT OVER THE MOUNTAINS, WHERE IT EXTENDS TO 20,000 FEET. PILOTS FORCED TO ENTER THIS REGION SHOULD NOTIFY COLOMBIAN CIVIL AVIATION AUTHORITIES IN ADVANCE AND BE PREPARED TO PROPERLY IDENTIFY THEMSELVES, THEIR AIRCRAFT, AND BE ABLE TO JUSTIFY A FORCED LANDING. IT IS MANDATORY THAT ANY PILOT TRANSITTING THIS AREA HAVE PERMISSION AND FLIGHT PLAN ON FILE AT LEAST 24 HOURS IN ADVANCE OF ENTERING COLOMBIAN AIRSPACE. (DOS 5/83)

NICARAGUA

THE GOVERNMENT OF NICARAGUA IS TIGHTENING ITS REGULATIONS REGARDING COMMERCIAL, PRIVATE AND MILITARY FLIGHTS INTO THEIR COUNTRY. PILOTS PLANNING FLIGHTS TO NICARAGUA SHOULD ASSURE THAT ENTRY, OVERFLIGHT AND LANDING AUTHORIZATION HAVE BEEN OBTAINED FROM THE APPROPRIATE AVIATION AUTHORITY PRIOR TO DEPARTURE AND THAT WHEN OPERATING WITHIN THEIR AIRSPACE STRICTLY COMPLY WITH THOSE REGULATIONS RELATING TO THE FLIGHT AND MANEUVER OF THE AIRCRAFT. (DOS 6/81)

THE GOVERNMENT OF NICARAGUA HAS IMPOSED A 10 MILE WIDE CORRIDOR. AIRWAY B4 HAS BEEN COMBINED WITH A1 AND RUNS APOPA-ANAPO-ARLEN (1159N-8659W)-MGA. ARIEN IS AT A BEARING OF 246 DEGREES FROM MANAGUA. AIR TRAFFIC ENTERING OR EXITING COSTA RICA VIA NICARAGUA MUST FLY OVER LOS CHILES IN NORTHERNMOST COSTA RICA. THE CORRIDOR IS CONNECTED TO MANAGUA. (DOS 5/23/84)

PANAMA

THE PANAMANIA DIRECTORATE OF CIVIL AVIATION (DAC) HAS CHANGED THE LANDING REQUIREMENTS FOR GENERAL AVIATION AIRCRAFT LANDING IN PANAMA. DUE TO DRUG TRAFFICKERS WHO MAY BE USING PANAMA TO FERRY ILLEGAL DRUGS TO THE UNITED STATES, PRIOR PERMISSION MUST BE OBTAINED FOR ALL PRIVATE AIRCRAFT LANDING IN PANAMA. (DOS 7/85)

WEST INDIES - ASSOCIATED STATES

TURKS AND CAICOS ISLANDS: CHARTER, COMMERCIAL AND FREIGHT AIRCRAFT REQUIRE 24 HOURS PRIOR PERMISSION TO LAND. ADDRESS TO: TELEX: 8227, CHIEFMIN TO. (FAA)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

GENERAL

COORDINATED UNIVERSAL TIME (UTC)

INTERNATIONAL DATE/TIME GROUP CHANGE. EFFECTIVE 0001 UTC DECEMBER 19, 1985, THE UNITED STATES WILL ADOPT PROVISIONS CONTAINED IN ICAO AERONAUTICAL INFORMATION SERVICES (AIS) ANNEX 15 AMENDMENT 25 PERTAINING TO DATE/TIME GROUPS ON ALL INTERNATIONAL CLASS I NOTAM(S).

EXAMPLE:

PRESENTLY.........B) 13021900 C) 15022300

13 = DAY 02 = MONTH 19 = HOUR 00 = MINUTES

WILL BE CHANGED TO READ.......B) 02131900 C) 02152300

02 = MONTH 13 = DAY 19 = HOUR 00 = MINUTES

(A0056/85 KFDC)

NORTH ATLANTIC

POSITION REPORTING PROCEDURE

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION:

1. THE FOLLOWING REVISED POSITION REPORTING PROCEDURE REQUIRING THE INCLUSION OF AN ADDITIONAL ITEM (ITEM H) IN THE POSITION REPORT, WILL BE IMPLEMENTED ON A TRIAL BASIS BY GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK OACS, IN ORDER TO PROVIDE FOR EARLIEST POSSIBLE DETECTION OF MISUNDERSTANDINGS REGARDING THE ROUTE TO BE FOLLOWED BY AIRCRAFT IN THE NAT REGION AND ADJACENT TRANSITION AREAS.

2. EFFECTIVE 0900 GMT ON 20 NOVEMBER 1979, AIRCRAFT ENTERING, OPERATING WITHIN, OR LEAVING THE OCEANIC CONTROL AREAS OF GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK WILL TRANSMIT THE FOLLOWING ELEMENTS OF INFORMATION IN POSITION REPORTS TO THE APPROPRIATE OCEANIC CONTROL CENTRE:

   A. THE WORD "POSITION";
   B. AIRCRAFT IDENTIFICATION;
   C. PRESENT POSITION;
   D. TIME OVER PRESENT POSITION (HOURS AND MINUTES);
   E. PRESENT FLIGHT LEVEL;
   F. ESTIMATED POSITION ON ASSIGNED ROUTE;
   G. TIME FOR ESTIMATED POSITION (HOURS AND MINUTES);
   H. NEXT POSITION ON ASSIGNED ROUTE;
   I. ANY FURTHER INFORMATION, D.C., AIREP DATA OR COMPANY MESSAGE.

SPOKEN EXAMPLE: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

WRITTEN EXAMPLE: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: IN VIEW OF THE CURRENT ENERGY SITUATION, THE FOLLOWING POINTS ARE BROUGHT TO THE ATTENTION OF NAT PILOTS WITH A VIEW TO ENSURING THAT EACH AIRCRAFT IS OPERATED AS CLOSE AS POSSIBLE TO ITS OPTIMUM FLIGHT LEVEL AND MACH NUMBER.

1. PILOTS SHOULD REQUEST A CHANGE OF FLIGHT LEVEL OR MACH NUMBER WHENEVER THIS WOULD IMPROVE THE OPERATING EFFICIENCY OF THE AIRCRAFT. REFUSALS, DUE TO OTHER TRAFFIC, SHOULD NOT DETER PILOTS FROM CONTINUING TO MAKE SUCH REQUESTS.
2. WHEN CIRCUMSTANCES RENDER THIS FEASIBLE, CONTROLLERS WILL ASK ANOTHER AIRCRAFT TO ACCEPT A HIGHER FLIGHT LEVEL OR CHANGE OF MACH NUMBER IN ORDER TO FACILITATE CLEARANCES FOR AIRCRAFT WHICH WOULD OTHERWISE EXPERIENCE A SIGNIFICANT PENALTY. IN AGREEING TO SUCH A REQUEST, PILOTS WILL CONTRIBUTE TO THE OVERALL ECONOMY IN FUEL USED.
3. WHERE POSSIBLE, PILOTS SHOULD GIVE ADVANCE WARNING OF A REQUEST; E.G., IF A WESTBOUND FLIGHT WISHES TO CLIMB AT 30° W, IT WILL ASSIST THE CONTROLLER IF THE REQUEST IS MADE WITH THE 20° W POSITION REPORT.

SPECIAL NOTICE - WEATHER REPORTING IN NORTH ATLANTIC

EFFECTIVE SEPTEMBER 1, 1983 AN INCREASED WEATHER REPORTING REQUIREMENT FOR TRANS-ATLANTIC FLIGHTS WILL BE INTRODUCED ON A TRIAL BASIS. THE PURPOSE OF THE TRIAL IS TO ESTABLISH THE PRACTICALITY OF IMPROVING THE ACCURACY OF METEOROLOGICAL FORECASTS BY MEANS OF ENHANCED AIRCRAFT REPORTS.

THE AIRCRAFT OBSERVATIONS AND REPORTS REQUIRED FOR THE TRIAL PERIOD ARE:

ALL AIRCRAFT FLYING IN THE GANDER OCEANIC, SHANWICK OCEANIC, NEW YORK OCEANIC, AND SANTA MARIA OCEANIC FLIGHT INFORMATION REGIONS BETWEEN NORTH AMERICA AND EUROPE, IN EITHER DIRECTION, SHALL MAKE, RECORD, AND REPORT ROUTINE METEOROLOGICAL OBSERVATIONS AT EACH DESIGNATED REPORTING POINT AND AT THE INTERMEDIATE MID-POINT BETWEEN SUCH REPORTING POINTS, EXCEPT THAT:

1.) THE MID-POINT OBSERVATION SHALL NOT BE THE SUBJECT OF A SPECIAL REPORT, BUT WILL BE RETAINED FOR TRANSMISSION AT THE NEXT DESIGNATED REPORTING POINT, AND

2.) AIRCRAFT CLEARED ON AN ORGANIZED TRACK SHALL BE REQUIRED TO MAKE, RECORD, AND REPORT ROUTINE OBSERVATIONS ONLY WHEN SO DESIGNATED AT THE TIME OF RECEIVING THEIR OCEANIC CLEARANCE.

THE FORMAT TO BE USED FOR REPORTING THE ADDITIONAL OBSERVATIONS SHALL BE BY REFERENCE TO THE LATITUDE (DEGREES AND MINUTES) AND LONGITUDE (DEGREES ONLY) OF THE INTERMEDIATE MID-POINT. EXAMPLE:

POS TW 760 62N 040W 0815
F410 61N 030W 0848 60N 020W NEXT MS56
220/55 6230N 045W MS 60 270/80

THE PERIOD OF THE TRIAL IS NOT FIXED. IN THE EVENT THAT PROBLEMS OF FREQUENCY CONGESTION, ETC., ARISE, THE TRIAL WOULD BE CURTAILED. ALTERNATELY, SUCCESSFUL OPERATION WILL ENABLE THE TRAIL PROCEDURES TO BE ADOPTED ON A PERMANENT BASIS.

SPECIAL NOTICE - NEW YORK VOLMET

NEW YORK VOLMET FREQUENCY 13270 KHZ BROADCASTS FROM 1 HOUR BEFORE SUNRISE TO 1 HOUR AFTER SUNSET. FREQUENCY 3485 KHZ BROADCASTS FROM 1 HOUR AFTER SUNSET TO 1 HOUR BEFORE SUNRISE. THE NEW YORK VOLMET CONTINUES ITS 24 HOUR-A-DAY BROADCAST ON FREQUENCIES 6604 KHZ AND 10051 KHZ. (FAA)

ATLANTIC AREA LORAN-C INFO: THE CURRENT OPERATIONAL STATUS OF ALL ATLANTIC AREA LORAN-C STATIONS IS AVAILABLE FROM THE FIVE COORDINATOR'S OF CHAIN OPERATIONS (COCO'S). THE COCO MONITORS THE DAY-TO-DAY OPERATIONS OF THE LORAN-C CHAIN AND PROVIDES INFORMATION WITH A RECORDED TELEPHONE ANNOUNCEMENT OR RESPONDS TO QUERIES DIRECTED TO THE COCO PERSONALLY. PERTINENT TELEPHONE NUMBERS FOLLOW:

A. COCO GREAT LAKES (8970) AND NORTHEAST (9960) CHAINS IS LOCATED AT LORAN STATION SENECA, N.Y. RECORDED ANNOUNCEMENT: (607) 869-5395. COCO: (607) 869-1334, FTS 957-5334.

B. COCO CANADIAN EASTCOAST (5930) AND LABRADOR SEA (7930) CHAINS IS LOCATED AT LORAN MONITOR STATION ST. ANTHONY NFLD CANADA. RECORDED ANNOUNCEMENT: (709) 454-3261. COCO: (709) 454-2392.

C. COCO SOUTHEAST (7980) CHAIN IS LOCATED AT LORAN STATION MALONE.

D. IF ADDITIONAL INFORMATION IS REQUIRED AFTER CONTACTING COCO'S, CONTACT THE CHAIN MANAGER AT GOVERNORS ISLAND, N.Y.: (212) 668-7880 OR FTS 664-7880.

E. SCHEDULED LORAN-C OFF-AIR TIMES ARE PUBLISHED BY NOTIFICATIONS OR ANNOUNCEMENTS IN LOCAL NOTICE TO MARINERS, CANADIAN COAST GRUAD NOTICES TO SHIPPING (NOTSHIP'S), AND ON THE PRERECORDED SERVICE FOR THE PERTINENT CHAIN. IN MANY CASES, SCHEDULED OUTAGES ARE PRECEEDED BY A COAST GUARD MARINE RADIO BROADCAST IN THE AREA WHERE THE COVERAGE WILL BE AFFECTED.

F. FOR BETTER SERVICE OF ANY REQUEST FOR OPERATIONS DATA (E.G., TO CHECK ON A SUSPECTED LORAN-C SYSTEM ABNORMALITY), PLEASE SUPPLY THE RATE AND DATE/TIME OF THE EVENT YOU WISH TO REPORT. THIS WILL ENABLE COORDINATOR OF CHAIN OPERATIONS TO QUICKLY CHECK THE RECORDS FOR THE PERIOD IN QUESTION AND GIVE A MORE EXACT ANSWER.

1. PACIFIC AREA LORAN-C INFO: INFORMATION CONCERNING CENTRAL PACIFIC (4990), CANADIAN WEST COAST (9940), NORTHWEST PACIFIC (9970), AND NORTH PACIFIC (9990) CHAINS MAY BE OBTAINED FROM THE REGIONAL MANAGER IN SAN FRANCISCO, CA AT (415) 437-3224.

2. EUROPEAN LORAN-C INFO: INFORMATIN CONCERNING THE ICELANDIC (9980), NORWEGIAN SEA (7970), AND THE MEDITERREANEAN SEA (7990) CHAINS MAY BE OBTAINED FROM THE CHAIN MANAGER AT U.S. COAST GUARD ACTIVITIES EUROPE, LONDON, UK AT 011-44-1-409-4758.

3. OMEGA: SUMMARY STATUS AND PROPAGATION ANOMALY NOTIFICATIONS ARE BROADCAST FROM WWV, FORT COLLINS, CO AT 16 MINUTES AFTER EACH HOUR. OTHER INFORMATION SOURCES ARE LISTED BELOW:

A. COAST GUARD ONSOD, WASHINGTON, D.C. (RECORDED ANNOUNCEMENT): (202) 245-0298 OR FTS 245-0298.

B. U.S. NAVAL OBSERVATORY (USNO) (AUTOMATED DATA SERVICE): (202) 653-1079 OR FTS 653-1079. FULL DUPLEX, EVEN PARITY 300 OR 1200 BAUD, ASCII.

C. IF ADDITIONAL INFORMATION IS REQUIRED, CONTACT THE OMEGA WATCHSTANDER AT ONSOD WASHINGTON, D.C.: (202) 243-0228 OR FTS 245-0228.

CARIBBEAN

SPECIAL NOTICE - CARIBBEAN

ROCK SOUND BAHAMAS RADIO BEACON (RSD) AND HAVANA CUBA RADIO BEACON (UHA) BOTH OPERATE ON FREQUENCY 348KHZ. BE ALERT FOR POSSIBLE INTERFERENCE. (FAA)

THE U.S. DEPARTMENT OF TRANSPORTATION WILL BE FLYING A LARGE WEATHER BALLOON OF 80 FEET IN LENGTH AT HEIGHTS UP TO 2500 FEET AT VARIOUS LOCATIONS IN THE CARIBBEAN, GULF OF MEXICO, AND FLORIDA WATERS. THIS BALLOON WILL BE TETHERED TO A SHIP; AIRMEN ARE ADVISED TO STAY CLEAR OF THE TETHER AS WELL AS THE BALLOON. THE BALLOON WILL USUALLY BE SEVERAL MILES AT SEA EXCEPT WHEN IT IS IN TRANSIT TO TEST SITES OR PULLING INTO DOCK, AT WHICH TIMES, THE BALLOON WILL BE FLOWN AT HEIGHTS FROM 150 TO 500 FEET. LOCAL CONTROL TOWERS WILL BE NOTIFIED BY THE COAST GUARD IN THE EVENT OF BALLOON FLIGHTS NEAR THEIR AIRPORTS. THE BALLOON AND TETHER WILL BE WELL MARKED BY STROBE LIGHTS AND FLAGS TO ASSURE VISIBILITY. (MIAMI FSS 6/29/84)

U.S. OVERLAND/OCEANIC NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. TEN MINUTES LONGITUDINAL SEPARATION MAY BE APPLIED BETWEEN TURBOJET AIRCRAFT TRANSITING ATS ROUTE G431 BETWEEN THE NEW YORK, MIAMI AND SAN JUAN OCEANIC CONTROL AREAS AND ALSO ON ATS ROUTES A25, A300 G432, AND A23 BETWEEN THE NEW YORK AND SAN JUAN OCEANIC CONTROL AREAS. THE USE OF 10 MINUTES LONGITUDINAL SEPARATION IS AUTHORIZED WITH ADHERENCE TO THE CRITERIA CONTAINED IN ATTACHMENT H TO ICAO DOC. 4444-RAC/501/10, PANSRAC, AND THE REGIONAL SUPPLEMENTARY PROCEDURES. SPECIFICALLY, 10 MINUTES LONGITUDINAL SEPARATION MAY BE USED BETWEEN TURBOJET AIRCRAFT FLYING AT THE SAME ALTITUDE/FLIGHT LEVEL PROVIDING THE FOLLOWING CONDITIONS ARE MET:

1. THE AIRCRAFT CONCERNED HAVE REPORTED OVER THE SAME ENTRY POINT INTO OCEANIC CONTROL AIRSPACE AND WILL FLY THE SAME TRACK OR CONTINUOUSLY DIVERGING TRACKS.

2. THE PRECEDING AIRCRAFT IS MAINTAINING A SPEED OF AT LEAST MACH 0.03 GREATER THAN THAT OF THE FOLLOWING AIRCRAFT. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: FLIGHTS IN OCEANIC AIRSPACE MUST BE CONDUCTED UNDER INSTRUMENT FLIGHT RULES (IFR) PROCEDURES WHEN OPERATING:

A. BETWEEN SUNSET AND SUNRISE;

B. AT OR ABOVE FLIGHT LEVEL (FL) 60 WHEN OPERATING WITHIN THE NEW YORK, OAKLAND, ANCHORAGE AND HONOLULU FLIGHT INFORMATION REGIONS (FIRS); OR

C. ABOVE FL 180 WHEN OPERATING WITHIN THE MIAMI AND HOUSTON FIRS AND IN THE SAN JUAN CONTROL AREA.

FLIGHTS BETWEEN THE EAST COAST OF THE U.S. AND BERMUDA OR CARIBBEAN TERMINALS AND TRANSVERSING THE NEW YORK FIR AT OR ABOVE 5,500 FT. MSL SHOULD BE ESPECIALLY AWARE OF THIS REQUIREMENT. (FAA)

SPECIAL NOTICE: IF THE PILOT OF AN AIRCRAFT OPERATING IN INTERNATIONAL AIRSPACE UNDER U.S. JURISDICTION AND EQUIPPED WITH A CODED RADAR BEACON TRANSPONDER EXPERIENCES A LOSS OF TWO-WAY RADIO CAPABILITY, HE SHOULD:

A. ADJUST HIS TRANSPONDER TO REPLY ON MODE A/3, CODE 7700 FOR A PERIOD OF 1 (ONE) MINUTE;

B. THEN CHANGE TO CODE 7600 AND REMAIN ON 7600 FOR A PERIOD OF 15 MINUTES OR THE REMAINDER OF THE FLIGHT WHICHEVER OCCURS FIRST;

C. REPEAT STEPS A. AND B., AS PRACTICABLE.

THE PILOT SHOULD UNDERSTAND THAT HE MAY NOT BE IN AN AREA OF RADAR COVERAGE. MANY RADAR FACILITIES ARE ALSO NOT PRESENTLY EQUIPPED TO AUTOMATICALLY DISPLAY CODE 7600 AND WILL INTERROGATE 7600 ONLY WHEN THE AIRCRAFT IS UNDER DIRECT RADAR CONTROL AT THE TIME OF RADIO FAILURE. HOWEVER, REPLYING ON 7700 FIRST INCREASES THE PROBABILITY OF EARLY DETECTION OF A RADIO FAILURE CONDITION. (FAA)

SPECIAL NOTICE--INSTRUCTIONS FOR USING FAA FORM 7233-4, INTERNATIONAL FLIGHT PLAN FORM: AMENDMENT 6 (APPLICABLE NOVEMBER 21, 1985) TO ICAO DOC 4444 SPECIFIES SEVERAL CHANGES IN ICAO INTERNATIONAL FLIGHT PLAN FORMAT. FAA WILL ACCEPT THE NEW ICAO FORMAT, EXCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS. THEREFORE, TO COMPLY AS CLOSELY AS POSSIBLE WITH AMENDMENT 6, THE FOLLOWING ADDITIONAL PROCEDURES WILL APPLY BEGINNING NOVEMBER 21 WHEN USING FAA FORM 7233-4:

1. FAA FORM 7233-4, ITEM 13 HAS A SPACE FOR FIR BOUNDARIES AND ESTIMATED TIMES. FAA REQUIRES FILED FIR BOUNDARIES AND ESTIMATED TIMES. HOWEVER, PUT THAT INFORMATION IN ITEM 18. OTHER INFORMATION, AS SPECIFIED IN ICAO FORMAT.

2. CONCERNING FAA FORM 7233-4, ITEM 15, THE U.S. AIR TRAFFIC SERVICE DOES NOT ACCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS.

3. IN ITEM 17, IN THE SECTION LABELED ETA, INSTEAD PUT TOTAL ESTIMATED ELAPSED TIME (TOTAL EET).

THE PRESENT SUPPLY OF FAA FORM 7233-4 WILL BE USED UNTIL EXHAUSTED AND REPLACED BY A NEW REVISED FAA INTERNATIONAL FLIGHT PLAN FORM.

THIS IS TO REMIND PILOTS OF THE NEED TO CONTINUOUSLY GUARD THE VHF EMERGENCY FREQUENCY 121.5 MHZ WHEN ON LONG OVER-WATER FLIGHTS, EXCEPT WHEN COMMUNICATIONS ON OTHER VHF CHANNELS, EQUIPMENT LIMITATIONS OR COCKPIT DUTIES PREVENT SIMULTANEOUS GUARDING OF TWO CHANNELS. GUARDING OF 121.5 MHZ IS PARTICULARLY CRITICAL WHEN OPERATING IN PROXIMITY TO FLIGHT INFORMATION REGION (FIR) BOUNDARIES, FOR EXAMPLE, OPERATIONS ON ATS ROUTE R220 BETWEEN ANCHORAGE AND TOKYO, SINCE IT SERVES TO FACILITATE COMMUNICATIONS WITH REGARD TO AIRCRAFT WHICH MAY EXPERIENCE IN-FLIGHT EMERGENCIES, COMMUNICATIONS, OR NAVIGATIONAL DIFFICULTIES. (REFERENCE ICAO ANNEX 10, VOL II, PARAS 5.2.2.1.1.1 AND 5.2.2.1.1.2.) (FAA 3/86)

ANCHORAGE CTA/FIR

SPECIAL NOTICE -- NAVIGATION WARNING: U.S. AIRCRAFT FLYING BETWEEN ALASKA AND JAPAN ARE CAUTIONED OF THE ABSOLUTE NECESSITY OF REMAINING OVER INTERNATIONAL WATERS AT ALL TIMES IN ORDER TO AVOID DANGEROUS CONSEQUENCES WHICH COULD RESULT FROM UNAUTHORIZED OVERFLIGHT OF SOVIET TERRITORY. RECOGNITION THAT MANY FLIGHT TRACKS ON THIS ROUTE PROVIDE MINIMUM SEPARATION FROM SOVIET AIRSPACE FURTHER EMPHASIZES THE NEED FOR ALL PILOTS TO USE ALL EXISTING NAVIGATIONAL CAPABILITY. THE FAA THEREFORE RECOMMENDS THAT ALL PILOTS FLYING BETWEEN ALASKA AND JAPAN TAKE UTMOST PRECAUTIONS TO AVOID FLYING OVER SOVIET TERRITORY. PILOTS AND OPERATORS OF SMALL AIRCRAFT PERFORMING BEAR HUNTING FLIGHTS OR OTHER TYPES OF FLIGHT IN THE BERING STRAIT AREA ARE ALSO URGED TO TAKE UTMOST PRECAUTION TO AVOID ANY OPERATION IN USSR AIRSPACE.(FAA)

SPECIAL NOTICE - TO CLARIFY ENROUTE COMMUNICATIONS PROCEDURES AND DOCUMENT THOSE NOW GENERALLY EMPLOYED IN SUPPORT OF FLIGHT OPERATIONS IN THE ANCHORAGE ARCTIC CTA/FIR BEYOND LINE OF SIGHT RANGE OF REMOTE CONTROL VHF AIR/GROUND FACILITIES OPERATED FROM THE ANCHORAGE ACC. FLIGHT CREWS OPERATING AIRCRAFT IN THAT AIRSPACE UNDER THOSE CIRCUMSTANCES ARE EXPECTED TO MAINTAIN COMMUNICATIONS WITH CAMBRIDGE BAY RADIO AND A LISTENING OR SELCAL WATCH ON HF FREQUENCIES OF NORTH ATLANTIC DELTA NAT D NETWORK, VIZ. 2971, 4675, 8891, 11279 KHZ. CAMBRIDGE BAY RADIO WILL ACCOMPLISH NECESSARY RELAY BETWEEN ENROUTE AIRCRAFT AND THE ANCHORAGE CENTER. ADDITIONALLY AND IN VIEW OF REPORTED MARGINAL RECEPTION OF HONOLULU PACIFIC VOLMET BROADCAST IN THAT AND ADJACENT CANADIAN AIRSPACE, CAMBRIDGE BAY RADIO CAN PROVIDE ANCHORAGE AND FAIRBANKS SURFACE OBSERVATIONS AND TERMINAL FORECASTS TO FLIGHT CREWS ON REQUEST. (FAA)

MIAMI CTA/FIR

MIAMI ARTCC: AIRCRAFT ON IFR FLIGHT PLANS ENTERING THE MIAMI CTA/FIR AT FL 240 AND ABOVE FROM THE HAVANA CTA/FIR ARE REQUESTED TO ESTABLISH COMMUNICATIONS WITH MIAMI CENTER AT LEAST 10 MINUTES PRIOR TO THE BOUNDARY ON THE FOLLOWING FREQUENCIES: B646, G448--132.2 VHF AND 306.9 UHF; A301, G437 AND R628--128.75 VHF AND 270.3 UHF. AIRCRAFT ON IFR FLIGHT PLAN ENTERING MIAMI CTA/FIR FROM PORT 'AU' PRINCE OR SANTO DOMINGO CTA/FIR CONTACT MIAMI ARTC CENTER ON 132.3/307.2 AT LEAST TEN (10) MINUTES PRIOR TO REACHING MIAMI CTA/FIR BOUNDARY FOR ATC CLEARANCE. (FAA)

SPECIAL NOTICE - MIAMI OCEANIC CTA. EFFECTIVE IMMEDIATELY, AIR TRAFFIC PROPOSING OPERATION IN THE MIAMI OCEANIC CTA EAST OF 80 DEGREES WEST AND SOUTH OF 30 DEGREES NORTH, AT AND ABOVE FL240 BETWEEN 1200Z AND 0000Z, SHOULD EXPECT ROUTING VIA ESTABLISHED AIRWAYS OR APPROVED PART 95 ROUTES.

ALSO, DURING THE SAME PERIOD, A555 BETWEEN ZBB NDB AND GT NDB, AT AND ABOVE FL240, WILL BE RESERVED FOR NORTHWEST BOUND TRAFFIC ONLY.

AIRCRAFT PROPOSING FLIGHT SOUTHEASTWARD ON THAT PORTION OF A555, AT OR ABOVE FL240, CAN EXPECT ROUTING VIA ZBV, BR55V, COBBL, BR1L GT.

THIS ROUTING WILL BE REFERRED TO AS THE MISAN ROUTE. DURING THE PERIOD 1200Z TO 0000Z, THAT PORTION OF BR1L COMPRISING THE MISAN ROUTE WILL BE RESERVED FOR SOUTHEAST BOUND TRAFFIC ONLY. (FAA 1/85)

SPECIAL NOTICE - MIAMI OCEANIC CTA MIAMI ARTCC IS UTILIZING A SECONDARY RADAR SYSTEM FROM AN ANTENNA LOCATED ON THE ISLAND OF GRAND TURK BRITISH WEST INDIES. IFR AIRCRAFT WITHIN 200 NAUTICAL MILES OF THE ANTENNA ABOVE FL240 CAN EXPECT RADAR SEPARATION FROM OTHER IFR AIRCRAFT. RADAR SEPARATION WILL BE UTILIZED BELOW FL240 FOR THOSE PARTICIPATING AIRCRAFT WITHIN THE ANTENNA COVERAGE. THERE IS NO PRIMARY RADAR DATA OR WEATHER INFORMATION AVAILABLE FROM THIS SYSTEM. SOME OVERLAP BETWEEN THIS ANTENNA AND THE PICO DEL ESTE, PUERTO RICO ANTENNA IS AVAILABLE AT AND ABOVE FL240. OVERLAPPING COVERAGE WEST OF GRAND TURK IS NOT YET AVAILABLE. SINCE RADAR SEPARATION IS DEPENDENT UPON THE RECEIPT OF A TRANSPONDER RETURN, ALL AIRCRAFT WITHIN THE 200 NM COVERAGE OF THE SYSTEM ARE REQUIRED TO UTILIZE TRANSPONDER CODES AS ASSIGNED BY ATC OR THE APPROPRIATE STRATUM CODE.

AIRCRAFT DEPARTING AND OVERFLYING THE SANTO DOMINGO AND PORT AU PRINCE FIRS CAN EXPECT ATC ASSIGNED CODES FROM THOSE AGENCIES. INITIAL CALL UP TO MIAMI CENTER PRIOR TO CROSSING THE CTA/FIR BOUNDARY WILL PERMIT EARLY RADAR IDENTIFICATION AND IS NECESSARY. RADAR FLIGHT FOLLOWING OF VFR AIRCRAFT WILL BE AVAILABLE ON A WORKLOAD PERMITTING BASIS. THE PRIMARY ATC FREQUENCY IS 132.3 AND 307.2. MIAMI CENTER IS COMMISSIONING A SECOND FREQUENCY PAIR 135.2 AND 327.0 FOR FUTURE USE. (FAA 92/85)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: THE ATTENTION OF PILOTS PLANNING FLIGHTS WITH THE NEW YORK OCEANIC FLIGHT INFORMATION REGION IS DIRECTED TO THE COMMUNICATION AND POSITION REPORTING REQUIREMENTS SPECIFIED IN THE FOLLOWING ICAO DOCUMENTS: ANNEX 2, PARAGRAPH 3.5.9; ANNEX 11, PARAGRAPH 6.1.2; PANS-RAC 4444, PART 11, PARAGRAPH 13, AND DOC 7030, PARAGRAPHS 4 AND 6. THE COMMUNICATIONS REQUIREMENTS FOR IFR FLIGHTS WITHIN THE NEW YORK OCEANIC CONTROL AREA ARE:

1. FUNCTIONING TWO-WAY RADIO COMMUNICATIONS EQUIPMENT CAPABLE OF COMMUNICATING WITH AT LEAST ONE APPROPRIATE GROUND STATION FROM ANY POINT ON THE ROUTE.

2. MAINTAIN A CONTINUOUS LISTENING WATCH ON THE APPROPRIATE RADIO FREQUENCY.

3. REPORT POSITIONS IN SPECIFIED CIRCUMSTANCES.

NOTE: HF COMMUNICATION IS REQUIRED FOR OCEANIC FLIGHT. THE ABILITY TO COMMUNICATE AT ANY POINT OF THE ROUTE IS NECESSARY FOR THE CONTROL PROCESS. INABILITY TO COMPLY IS IN VIOLATION OF THE REQUIREMENTS STATED ABOVE. NO VHF COMMUNICATIONS ARE AVAILABLE FOR POSITION REPORTING FOR FLIGHT THROUGH NEW YORK OCEANIC AIRSPACE. (FAA)

SPECIAL NOTICE--BERMUDA: THE NEW YORK AREA CONTROL CENTER HAS DELEGATED CONTROL AUTHORITY AND FLIGHT INFORMATION RESPONSIBILITY WITHIN A 180 NM RADIUS OF THE BERMUDA VOR AT FL 500 AND BELOW TO THE BERMUDA TERMINAL CONTROL AREA FACILITY (TCAF). THE BERMUDA TCAF USES POSITIVE RADAR CONTROL PROCEDURES WITHIN THE BERMUDA CONTROL AREA. CANCELLATION OF IFR FLIGHT AFTER ENTRY INTO THE CONTROL AREA IS NOT PERMITTED. ALL INBOUND TRANSPONDER EQUIPPED AIRCRAFT SHALL RESPOND ON MODE 3A, CODE 2100 UPON ENTRY INTO THE CONTROL AREA. NON-TRANSPONDER EQUIPPED AIRCRAFT OR AIRCRAFT WITH INOPERATIVE TRANSPONDER SHALL BE ASSIGNED SPECIFIC IFR FLIGHT LEVELS UPON ENTERING THE CONTROL AREA. ALL INTERNATIONAL FLIGHTS WHICH PLAN TO PENETRATE THE CONTROL AREA, MUST INCLUDE THE BERMUDA TCAF AS AN AFTN ADDRESSEE ON THE ICAO FILED FLIGHT PLAN. THE BERMUDA TCAF AFTN ADDRESS IS MXKFZQ. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTRUL AREA: EFFECTIVE IMMEDIATELY ALL AIR CARRIERS, PRIVATE AND MILITARY USERS FLIGHT PLANNING TO OPERATE THROUGH THE NEW YORK OCEANIC CONTROL AREA SHALL, IN ACCORDANCE WITH ICAO DOCUMENT 7030, PARA 4.6, ADD NEW YORK OCEANIC CONTROL AS KZNYZO AS AN ADDRESSEE. FOR THOSE FOLLOWING THIS PROCEDURE, PLEASE ENSURE THAT CORRECT CALL LETTERS ARE BEING USED. MANY FLIGHT PLANS ARE BEING DUPLICATED AND IN SOME CASES TRIPLICATED. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: SEE THE ENTRY FOR PANAMA IN THE SECTION TITLED FOREIGN NOTICES IN THIS PUBLICATION.

SAN JUAN CTA/FIR

SPECIAL NOTICE: ALL VFR AIRCRAFT ENTERING AND DEPARTING THE SAN JUAN FIR/CTA WILL PROVIDE SAN JUAN RADIO WITH AN ICAO FLIGHT PLAN. ALL AIRCRAFT MUST ESTABLISH 2 WAY COMMUNICATIONS WITH SAN JUAN ON 126.7, 122.2, 123.65 OR 255.4. COMMUNICATION CAN ALSO BE ESTABLISHED BY USING THE VOR FREQUENCY FOR RECEIVING AND TRANSMITTING ON 122.1 FOR BORINQUEN (BQN). MAYAGUEZ (MAZ), PONCE (PSE), ST. THOMAS (STT). THE ST. CROIX TRANSMITTING FREQUENCY TO USE IS 123.6. IF UNABLE TO CONTACT SAN JUAN RADIO THE PILOT IS RESPONSIBLE FOR NOTIFYING ADJACENT ATS UNITS AND REQUEST THAT A POSITION REPORT BE RELAYED TO SAN JUAN RADIO FOR SEARCH AND RESCUE PURPOSES AND FLIGHT FOLLOWING. THIS IS IN ACCORDANCE WITH ICAO DOC. 4444, PART II, PARA. 14.1.1, PARA. 14.1.4; PART VI, PARA. 1.2.1 AND PARA. 2.2.2, ANNEX 11, CHAPTER 6, PARA. 6.1.2.1, PARA. 5.1.1, PARA. 5.2.1, PARA. 5.2.2, PARA. 5.2.2.3, PARA. 5.3.2.4, PARA. 5.4.1. (FAA)

SPECIAL NOTICE--ALL IFR OR VFR AIRCRAFT LANDING AT PUERTO RICO INTERNATIONAL, ISLA GRANDE, HARRY S.

TRUMAN, OR ALEXANDER HAMILTON AIRPORTS THAT REQUIRE CUSTOMS, CONTACT SAN JUAN IFSS ONE HOUR PRIOR TO LANDING AND REQUEST CUSTOMS BE ADVISED (ADCUS). ALSO INCLUDE ADCUS IN THE REMARKS SECTION OF THE FLIGHT PLAN. ADCUS SERVICE IS NOT AVAILABLE AT OTHER AIRPORTS IN THE SAN JUAN FIR. PILOTS ARE RESPONSIBLE FOR ADVISING CUSTOMS OF THEIR INTENDED ARRIVAL IN ACCORDANCE WITH PROCEDURES CONTAINED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL. (SAN JUAN IFSS 101200.)

HOUSTON/MIAMI CTA/FIR-NY OCEANIC CONTROL AREA

SPECIAL NOTICE: A LARGE SCALE METEOROLOGICAL STUDY WILL BE CONDUCTED FROM JANUARY 15 TO MARCH 15, 1986, IN THE OFFSHORE AIRSPACE ADJACENT TO THE UNITED STATES GULF AND EAST COASTS. THE PROJECT, KNOWN AS "GALE__GENESIS OF ATLANTIC LOW EXPERIMENT," WILL INVESTIGATE THE DEVELOPMENT OF EAST COAST STORMS WHICH PRESENT A SERIOUS FORECASTING PROBLEM. SOME 10 OR MORE AIRCRAFT WILL BE DEPLOYED TO FLY ROUTES AND FLIGHT PATTERNS WITHIN THE GALE PROJECT STUDY AREA. ACTIVITIES WILL INCLUDE DROPWINDSONDE RELEASES ALONG PREDETERMINED TRACKS IN THE UNITED STATES GULF AND ATLANTIC OFFSHORE AREAS BETWEEN 90 DEGREES WEST LONGITUDE AND 70 DEGREES WEST LONGITUDE. ALL DROPWINDSONDE RELEASES WILL OCCUR MORE THAN 60NM OFFSHORE. ACTUAL FLIGHT TIMES WILL DEPEND ON DEVELOPING STORM CONDITIONS. PILOTS OPERATING WITHIN THE GALE STUDY AREA MAY RECEIVE STATUS INFORMATION FROM THE APPROPRIATE ATC FACILITY. (FAA)

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INTERNATIONAL NOTICES TO AIRMEN

US Department of Transportation
Federal Aviation Administration

TD 4.11:

FOREWORD

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION IS A BI-WEEKLY PUBLICATION CONTAINING SIGNIFICANT INTERNATIONAL NOTAM INFORMATION AND SPECIAL NOTICES WHICH MAY AFFECT A PILOT'S DECISION TO ENTER OR USE CERTAIN AREAS OF FOREIGN OR INTERNATIONAL AIRSPACE. THIS PUBLICATION COMPLEMENTS AND EXPANDS DATA CARRIED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL, AVAILABLE UPON SEPARATE SUBSCRIPTION. **ALL PILOTS SHOULD REVIEW THE FOREIGN AIRSPACE AND ENTRY RESTRICTIONS PUBLISHED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL DURING THE FLIGHT PLANNING PROCESS. FOREIGN AIRSPACE PENETRATION WITHOUT OFFICIAL AUTHORIZATION CAN INVOLVE BOTH DANGER TO THE AIRCRAFT AND THE IMPOSITION OF SEVERE PENALTIES AND INCONVENIENCE TO BOTH PASSENGERS AND CREW. A FLIGHT PLAN ON FILE WITH ATC AUTHORITIES DOES NOT NECESSARILY CONSTITUTE THE PRIOR PERMISSION REQUIRED BY CERTAIN OTHER AUTHORITIES. THE POSSIBILITY OF FATAL CONSEQUENCES CANNOT BE IGNORED IN SOME AREAS OF THE WORLD.**

THE INFORMATION CONTAINED IS DERIVED FROM INTERNATIONAL NOTAMS AND OTHER APPROPRIATE SOURCES. INTERNATIONAL NOTAMS ARE OF TWO TYPES, CLASS ONE INTERNATIONAL NOTAMS AND CLASS TWO INTERNATIONAL NOTAMS. CLASS ONE NOTAMS ARE THOSE NOTAMS DISSEMINATED VIA TELECOMMUNICATIONS. THESE NOTAMS ARE MADE AVAILABLE VIA TELECOMMUNICATIONS TO THE U.S. FLYING PUBLIC THROUGH THE INTERNATIONAL NOTAM OFFICE IN WASHINGTON, D.C., VIA THE LOCAL FLIGHT SERVICE STATIONS. CLASS TWO NOTAMS ARE NOTAMS DISSEMINATED VIA POSTAL SERVICES AND ARE NOT READILY AVAILABLE TO THE U.S. FLYING PUBLIC. THIS PUBLICATION COVERS NOTAM AND OTHER TEMPORARY, HAZARDOUS CONDITIONS WHICH ARE NOT READILY AVAILABLE TO THE FLYING PUBLIC AND INCLUDES INFORMATION ON RECORD AS OF 1200Z ON THE DATE APPEARING ON THE COVER. FOR LATEST INFORMATION, CONSULT CLASS I NOTAMS ISSUED BY TELECOMMUNICATIONS AT ANY FAA FLIGHT SERVICE STATION. THE FOREIGN NOTICES INCLUDED, ARE TO THE MAXIMUM EXTENT POSSIBLE, CARRIED AS ISSUED. THE ABBREVIATIONS USED ARE, IN MOST ALL INSTANCES, THOSE ABBREVIATIONS LISTED IN ICAO DOCUMENT DOC 8400. INFORMATION INCLUDED WILL INDICATE THE SOURCE FOLLOWING THE ENTRY. THIS WILL ASSIST THE USER IN ESTABLISHING THE CURRENCY OF THE INFORMATION CONTAINED, SHOULD HE SO DESIRE, WITH THE ORIGINATOR OF THE INFORMATION (SEE THE INTERNATIONAL FLIGHT INFORMATION MANUAL FOR FOREIGN NOTAM OFFICE AREAS OF RESPONSIBILITY AND FOR A LISTING OF FOREIGN NOTAM OFFICES WITH WHICH THE U.S. INTERNATIONAL NOTAM OFFICE EXCHANGES INFORMATION). INFORMATION SOURCES WILL BE INDICATED AS I OR II FOR CLASS ONE AND CLASS TWO NOTAMS, FOLLOWED BY THE NOTAM NUMBER; AIP FOR AERONAUTICAL INFORMATION PUBLICATION CHANGES, FOLLOWED BY THE AIP CHANGE NUMBER; AIC FOR AERONAUTICAL INFORMATION CIRCULAR, FOLLOWED BY THE AIC NUMBER; DOS FOR DEPARTMENT OF STATE ADVISORIES; AND FAA FOR FEDERAL AVIATION ADMINISTRATION.

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION GIVES WORLD WIDE COVERAGE IN EACH ISSUE. COVERAGE FOR THE U.S. AND ITS EXTERNAL TERRITORIES IS LIMITED AND NORMALLY WILL NOT INCLUDE DATA AVAILABLE ON DOMESTIC NOTAM CIRCUITS OR PUBLISHED IN OTHER OFFICIAL SOURCES AVAILABLE TO THE USER.

EACH ISSUE OF THIS PUBLICATION IS COMPLETE IN ITSELF AS FAR AS DATA OF A TEMPORARY NATURE IS CONCERNED. TEMPORARY DATA IS REPEATED IN EACH ISSUE UNTIL THE CONDITION CEASES TO EXIST. PERMANENT DATA WILL BE CARRIED UNTIL IT IS SUFFICIENTLY PROMULGATED OR IS AVAILABLE IN OTHER PERMANENT SOURCES. THESE ITEMS WILL BE PREFIXED BY A SOLID DOT (•) WHEN THEY ARE TO BE REMOVED FROM FUTURE EDITIONS. THIS WILL AID THE USER IN THE IDENTIFICATION OF THOSE PERMANENT ITEMS WHICH HE, THE USER, MAY WISH TO RETAIN FOR HIS OWN RECORDS. NEW ITEMS TO THIS PUBLICATION ARE IDENTIFIED BY UNDERSCORING THE FIRST LINE OF THE NEW ENTRY.

IN CARRYING OUT ITS EXPRESSED PURPOSE OF PROVIDING A NOTICE TO AIRMEN SERVICE, THIS PUBLICATION INCLUDES DATA ISSUED BY FOREIGN GOVERNMENTS. IT SHOULD BE CLEARLY UNDERSTOOD THAT THE PUBLICATION OF SUCH DATA IN NO WAY CONSTITUTES A LEGAL RECOGNITION OF THE INTERNATIONAL VALIDITY OF SUCH DATA. THE SCOPE OF THIS PUBLICATION PRECLUDES ANY ATTEMPT TO TABULATE ALL NOTAM DATA. WHILE EVERY EFFORT IS MADE TO PUBLISH ALL PERTINENT DATA, THE FEDERAL AVIATION ADMINISTRATION CANNOT ASSUME ANY LIABILITY FOR FAILURE TO PUBLISH ANY PARTICULAR ITEM.

COMMUNICATIONS WITH THE EDITORS OF THIS PUBLICATION, INCLUDING NOTIFICATION OF ERRONEOUS OR OBSOLETE DATA, SHOULD BE DIRECTED TO THE FEDERAL AVIATION ADMINISTRATION, FLIGHT INFORMATION AND OBSTRUCTIONS BRANCH (ATO-210), 800 INDEPENDENCE AVE., SW, WASHINGTON, D.C. 20591 (TELEPHONE 202-426-8790, 0800-1700 MONDAY-FRIDAY; OTHER TIMES CALL 202-426-3390). SUBSCRIPTIONS FOR THIS PUBLICATION SHOULD **NOT** BE FORWARDED TO THE FEDERAL AVIATION ADMINISTRATION. THIS PUBLICATION IS SOLD BY THE SUPERINTENDENT OF DOCUMENTS, U.S. GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C. 20402. ALL QUERIES CONCERNING YOUR SUBSCRIPTION OR PRICES SHOULD BE DIRECTED ONLY TO THE SUPERINTENDENT OF DOCUMENTS.

FOREIGN NOTICES

CARIBBEAN

SPECIAL NOTICE: SEE SPECIAL NOTICE UNDER CARIBBEAN IN THE INTERNATIONAL OCEANIC AIRSPACE NOTICE.

CUBA

AIRCRAFT ARRIVING FROM OR DEPARTING FOR CUBA MUST LAND AT OR DEPART FROM FORT LAUDERDALE-HOLLYWOOD AIRPORT.

IRAN -- PERSIAN GULF

THE IRANIAN AIRSPACE IS CLOSED TO UNITED STATES AIRCRAFT. FLIGHT PLAN AND LATEST INFORMATION REGARDING AIRCRAFT THAT FLY IN THE PORTION OF TEHRAN FIR OVER THE PERSIAN GULF SHOULD BE MADE AVAILABLE TO TEHRAN ACC EITHER DIRECTLY OR THROUGH BAHRAIN ACC OR BANDAR ABBASS, BUSHER ATC. AIRCRAFT THAT FAIL TO DO SO SHOULD REFRAIN FROM FLYING OVER AND IN THE VICINITY OF ANY INSTALLATION BELONGING TO ISLAMIC REPUBLIC OF IRAN. AREA CONTROL SERVICE PROVIDED BY TEHRAN ACC ALONG ATS 21 AND OTHER ATS ROUTES OVER THE PERSIAN GULF IS REDUCED TO FLIGHT INFORMATION SERVICE UNTIL FURTHER NOTICE DUE TO TEMPORARY DEFICIENCIES IN VHF COMMUNICATIONS. COMMUNICATIONS ARE AVAILABLE ON HF FREQUENCIES 13336, 8847, 5680, 5603 AND 6624KHZ AND VHF FREQUENCIES 134.1 AND 118.1MHZ. TEHRAN ASSUMES NO RESPONSIBILITY FOR THE PORTIONS OF ATS ROUTES R21 AND B56 WHICH ARE OVER THE HIGH SEAS. FLIGHTS MAY BE SUBJECT TO VISUAL IDENTIFICATION BY MILITARY AIRCRAFT ACCORDING TO ICAO REGULATIONS. OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD BE AWARE THAT THE FAA IS NOT A DIRECT RECIPIENT OF IRANIAN NOTAMS AND THAT THE ABOVE INFORMATION MAY NOT BE COMPLETE AND CURRENT. PILOTS PLANNING TO OPERATE IN THE PERSIAN GULF AREA SHOULD VERIFY NOTAMS WITH A FACILITY RECEIVING CURRENT NOTAM INFORMATION. DUE TO THE TENSIONS AND HOSTILITIES IN THE PERSIAN GULF AREA IT IS RECOMMENDED THAT OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD CONTINUE TO FLIGHT PLAN SO AS NOT TO FLY OVER THE PERSIAN GULF EAST OF AIRWAY B-55 OR NORTH OF AIRWAY A-55. (FAA FDC 4/334)

U.S.NAVAL FORCES IN THE PERSIAN GULF, STRAIT OF HORMUZ, GULF OF OMAN AND ARABIAN SEA (NORTH OF 20 DEGREES NORTH) ARE TAKING ADDITIONAL DEFENSIVE PRECAUTIONS AGAINST TERRORIST THREATS. AIRCRAFT AT ALTITUDES LESS THAN 2000 FT. AGL WHICH ARE NOT CLEARED FOR APPROACH/DEPARTURE TO OR FROM A REGIONAL AIRPORT ARE REQUESTED TO AVOID APPROACHING CLOSER THAN 5 NM TO U.S.NAVAL FORCES.

IT IS ALSO REQUESTED THAT AIRCRAFT APPROACHING WITHIN 5 NM ESTABLISH AND MAINTAIN RADIO CONTACT WITH U.S.NAVAL FORCES ON 121.5 MHZ VHF OR 243.0 MHZ UHF. AIRCRAFT WHICH APPROACH WITHIN 5 NM AT ALTITUDES LESS THAT 2000 FT. AGL WHOSE INTENTIONS ARE UNCLEAR TO U.S.NAVAL FORCES MAY BE HELD AT RISK BY U.S. DEFENSIVE MEASURES. THIS IS A JOINT USCINCPAC AND USCINCCENT NOTAM AFFECTING OPERATIONS WITHIN THEIR RESPECTIVE AREA OF RESPONSIBILITY. (112119 KFDC)

LEBANON

DUE TO SAFETY IN AIR COMMERCE AND AIR TRANSPORTATION, AND THE PUBLIC INTEREST, ALL U.S. AIR CARRIERS (PART 121/135/125) ARE PROHIBITED FROM OPERATING INTO BEIRUT INTERNATIONAL AIRPORT. (FAA RWA 5/106)

NETHERLANDS ANTILLES

PRINSES BEATRIX AIRPORT - ARUBA: DUE TO FREQUENT VIOLATION OF ARTICLE 29 OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION AND OF OUR NATIONAL LAWS AND REGULATIONS ON THE SAME SUBJECT, AIRMEN ARE ADVISED THAT STRICT INSPECTION OF AIRCRAFT DOCUMENTS AND CREW MEMBER LICENSES WILL BE CARRIED OUT AND THAT FAILURE TO CARRY VALID DOCUMENTS AND CERTIFICATES MAY RESULT IN LEGAL PROSECUTION. (II 18/82)

NICARAGUA

ALL NATIONAL AND FOREIGN REGISTERED AIRCRAFT PROVIDING SCHEDULED OR NON-SCHEDULED COMMERCIAL SERVICE OR GENERAL AVIATION SERVICE NEEDING TO REFUEL AT THE AUGUSTO C. SANDINO INTERNATIONAL AIRPORT SHALL MAKE ARRANGEMENTS TO DO SO WITH THE AIRPORT ADMINISTRATION, WHICH IS THE ONLY AGENCY AUTHORIZED TO PROVIDE THIS SERVICE. (II A4/85)

PANAMA

SPECIAL NOTICE: EN ROUTE IFR FLIGHTS OPERATING WITHIN THE PANAMA CTA AND OUTSIDE THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ARE REQUIRED TO ESTABLISH AND MAINTAIN COMMUNICATIONS WITH PANAMA RADIO. IFR ACFT ENTERING THE PANAMA CTA SHALL MAKE A STANDARD POSITION REPORT AT THE CTA BOUNDARY TO PANAMA ARTCC THROUGH PANAMA RADIO. PRIMARY AND ALTERNATE FREQUENCIES: PRIMARY 6649 KHZ, ALTERNATE 2944 KHZ WHEN OPERATING SOUTH OF 09-00N/TBG. PRIMARY 6577 KHZ, ALTERNATE 8918 KHZ WHEN OPERATING NORTH OF 09-00N/TBG. ADDITIONAL FREQUENCIES AVAILABLE ARE 5520 KHZ, AND 11396 KHZ. U.S. MILITARY FLIGHTS AND CIVIL ACFT UNABLE TO ESTABLISH COMMUNICATIONS WITH PANAMA RADIO MAY UTILIZE ALBROOK AIRWAYS ON USB FREQUENCIES 5710 KHZ 0200-1200Z, 6683 KHZ 0000-1400Z, 8993/11176 KHZ 24 HOURS DAILY, 15015 KHZ 1200-0200Z, 18019 KHZ 1400-2400. WHEN OPERATING WITHIN THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ENROUTE IFR AIRCRAFT ARE REQUIRED TO MAINTAIN DIRECT PILOT/CONTROLLER COMMUNICATIONS UTILIZING 125.5 OR 352.0 MHZ, ALTERNATES 120.3 OR 317.7 MHZ. ALL AIRCRAFT OPERATING WITHIN THE PANAMA CTA/FIR EQUIPPED WITH FUNCTIONING TRANSPONDER SHOULD SET TRANSPONDERS TO REPLY ON THE FOLLOWING MODES/CODES IN ACCORDANCE WITH TYPE OF FLIGHT PLAN AND ALTITUDE STRATUM. IFR AIRCRAFT BELOW FLIGHT LEVEL 200 MODE A/3 CODE 1100. AT AND ABOVE FLIGHT LEVEL 200 MODE A/3 CODE 2100. VFR AIRCRAFT, MODE A/3 CODE 1200. OTHER TRANSPONDERS REPLIES WILL BE ASSIGNED BY PANAMA ACC AS NECESSARY. (FAA)

THAILAND

BANGKOK INTERNATIONAL AIRPORT - PEAK HOURS: DUE TO CRITICAL AIR TRAFFIC SATURATION AT BANGKOK INTERNATIONAL AIRPORT, WITH IMMEDIATE EFFECT, PEAK HOURS AT BANGKOK INTERNATIONAL AIRPORT ARE FROM 0200 TO 0530Z, 1000 TO 1300Z AND FROM 1500 TO 1700Z. ALL FOREIGN INTERNATIONAL NONSCHEDULED AIRCRAFT SHOULD AVOID TO LAND WITH TRAFFIC PURPOSE AT BANGKOK INTERNATIONAL AIRPORT DURING THE DECLARED PEAK HOURS. RESTRICTION DURING PEAK HOURS FROM 1500 TO 1700Z SHALL BE STRICTLY IMPOSED ON NONSCHEDULED B-747 TO LAND WITH ANY PURPOSES. (AIC 1/81)

ZAMBIA

LUSAKA FIR NON-SCHEDULED FLIGHTS: THE ZAMBIAN AIRSPACE IS NOW OPEN TO ALL NONSCHEDULED FLIGHTS EXCEPT WESTERN PROVINCE. THOSE OPERATORS WISHING TO OPERATE INTO OR OVERFLY WESTERN PROVINCE OF ZAMBIA MUST APPLY TO THE COMMANDER ZAMBIA NATIONAL DEFENSE FORCES GIVING 10 DAYS PRIOR NOTICE AND APPROVAL MUST BE RECEIVED BY THE APPLICANT BEFORE FLIGHT IS UNDERTAKEN.

THE APPLICATION MUST INCLUDE THE FOLLOWING:

A. PILOTS NAME;
B. OPERATORS NAME AND ADDRESS;
C. TYPE OF AIRCRAFT AND REGISTRATION;
D. ROUTE OR AREA OF OPERATION; AND
E. PURPOSE OF FLIGHT DATES, TIMINGS, ETC.

ALL APPLICATIONS ARE DIRECTED TO THE COMMANDER Z.N.D. FORCES. (II 5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

CANARY ISLANDS

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, BECAUSE OF INCIDENTS IN THE WESTERN SAHARA REGION ON JANUARY 21 AND FEBRUARY 21, 1985, RESULTING IN AIRCRAFT DOWNINGS WHICH WERE MOST LIKELY CAUSED BY SURFACE TO AIR MISSLE FIRINGS, IT IS STRONGLY RECOMMENDED THAT FLIGHTS MAINTAIN A MINIMUM ALTITUDE OF 20,000 FEET IN THAT AREA OF THE CARARYS FLIGHT INFORMATION REGION (FIR) OVER THE LAND MASS OF THE WESTERN SAHARA SOUTH OF 26 DEGREES NORTH LATITUDE AND FOR A DISTANCE OF FIVE NAUTICAL MILES OUT TO SEA PARALLEL TO THE SAHANAR COAST. FOR FLIGHTS OPERATING TO OR FROM DAKHLA (EX VILLA CISNEROS) - 20 DEGREES, FIFTY-FOUR MINUTES NORTH LATITUDE; 17 DEGREES 4 MINUTES WEST LONGITUDE, RECOMMEND ALL DESCENTS BE MADE FROM SEAWARD AND CLIMB TO SEAWARD UNTIL PASSING 20,000 FEET OR UNTIL PASSING MORE THAN FIVE NAUTICAL MILES FROM THE COAST. (DOS 086863 3/85)

CHAD

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, ALL AIRCRAFT ARE FORBIDDEN FLIGHT IN CERTAIN CHADIAN SKIES SO AS TO AVOID MILITARY INTERCEPTION OR WORSE. THE AFFECTED AIRSPACE IS DESCRIBED AS THAT NORTH OF THE LINE CONNECTING COORDINATE 12 DEGREES 37'N, 16 DEGREES 16'E AND COORDINATE 13 DEGREES 43'N, 22 DEGREES 07'E.

THE ORDINANCE DELIMITS THE AFFECTED AIRSPACE AS FOLLOWS:

A. TO THE WESTERN, NORTHERN, AND EASTERN FRONTIER OF CHAD BETWEEN 10 DEGREES 48'N, 15 DEGREES 05'E AND 13 DEGREES 43'N, 22 DEGREES 07'E.

B. TO THE SOUTH, 80 NM ARC CENTERED ON FL VOR DELIMITED BY THE COORDINATES 10 DEGREES 48'N, 15 DEGREES 05'E AND 12 DEGREES 37'N, 16 DEGREES 16'E.

C. STRAIGHT LINE CONNECTING COORDINATES 12 DEGREES 37'N, 16 DEGREES 16'E AND 13 DEGREES 43'N, 22 DEGREES 07'E.

AIRCRAFT APPROACHING NDJAMENA THROUGH THE RESTRICTED AIRSPACE MUST OBTAIN ADVANCE CLEARANCE BY CONTACTING AUTHORIES IN NDJAMENA ON EITHER OF THE FOLLOWING FREQUENCIES: 119.7 MHZ OR 118.1 MHZ. (DOS 1196 3/86)

COLOMBIA

THE GOVERNMENT OF COLOMBIA HAS A RESTRICTED AIR TRAFFIC ZONE OVER MOST OF THE SANTA MARTA MOUNTAINS, ALL OF THE STATE OF GUAJIRA, AND ALL TERRITORIAL WATERS NORTH OF THESE AREAS (12NM FROM THE COAST LINE). THE ZONE EXTENDS TO AN ALTITUDE OF 7,000 FEET, EXCEPT OVER THE MOUNTAINS, WHERE IT EXTENDS TO 20,000 FEET. PILOTS FORCED TO ENTER THIS REGION SHOULD NOTIFY COLOMBIAN CIVIL AVIATION AUTHORITIES IN ADVANCE AND BE PREPARED TO PROPERLY IDENTIFY THEMSELVES, THEIR AIRCRAFT, AND BE ABLE TO JUSTIFY A FORCED LANDING. IT IS MANDATORY THAT ANY PILOT TRANSITTING THIS AREA HAVE PERMISSION AND FLIGHT PLAN ON FILE AT LEAST 24 HOURS IN ADVANCE OF ENTERING COLOMBIAN AIRSPACE. (DOS 5/83)

NICARAGUA

THE GOVERNMENT OF NICARAGUA IS TIGHTENING ITS REGULATIONS REGARDING COMMERCIAL, PRIVATE AND MILITARY FLIGHTS INTO THEIR COUNTRY. PILOTS PLANNING FLIGHTS TO NICARAGUA SHOULD ASSURE THAT ENTRY, OVERFLIGHT AND LANDING AUTHORIZATION HAVE BEEN OBTAINED FROM THE APPROPRIATE AVIATION AUTHORITY PRIOR TO DEPARTURE AND THAT WHEN OPERATING WITHIN THEIR AIRSPACE STRICTLY COMPLY WITH THOSE REGULATIONS RELATING TO THE FLIGHT AND MANEUVER OF THE AIRCRAFT. (DOS 6/81)

THE GOVERNMENT OF NICARAGUA HAS IMPOSED A 10 MILE WIDE CORRIDOR. AIRWAY B4 HAS BEEN COMBINED WITH A1 AND RUNS APOPA-ANAPO-ARLEN (1159N-8659W)-MGA. ARIEN IS AT A BEARING OF 246 DEGREES FROM MANAGUA. AIR TRAFFIC ENTERING OR EXITING COSTA RICA VIA NICARAGUA MUST FLY OVER LOS CHILES IN NORTHERNMOST COSTA RICA. THE CORRIDOR IS CONNECTED TO MANAGUA. (DOS 5/23/84)

PANAMA

THE PANAMANIA DIRECTORATE OF CIVIL AVIATION (DAC) HAS CHANGED THE LANDING REQUIREMENTS FOR GENERAL AVIATION AIRCRAFT LANDING IN PANAMA. DUE TO DRUG TRAFFICKERS WHO MAY BE USING PANAMA TO FERRY ILLEGAL DRUGS TO THE UNITED STATES, PRIOR PERMISSION MUST BE OBTAINED FOR ALL PRIVATE AIRCRAFT LANDING IN PANAMA. (DOS 7/85)

WEST INDIES - ASSOCIATED STATES

TURKS AND CAICOS ISLANDS: CHARTER, COMMERCIAL AND FREIGHT AIRCRAFT REQUIRE 24 HOURS PRIOR PERMISSION TO LAND. ADDRESS TO: TELEX: 8227, CHIEFMIN TO. (FAA)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

GENERAL

COORDINATED UNIVERSAL TIME (UTC)

INTERNATIONAL DATE/TIME GROUP CHANGE. EFFECTIVE 0001 UTC DECEMBER 19, 1985, THE UNITED STATES WILL ADOPT PROVISIONS CONTAINED IN ICAO AERONAUTICAL INFORMATION SERVICES (AIS) ANNEX 15 AMENDMENT 25 PERTAINING TO DATE/TIME GROUPS ON ALL INTERNATIONAL CLASS I NOTAM(S).

EXAMPLE:

PRESENTLY.........B) 13021900 C) 15022300

13 = DAY 02 = MONTH 19 = HOUR 00 = MINUTES

WILL BE CHANGED TO READ.......B) 02131900 C) 02152300

02 = MONTH 13 = DAY 19 = HOUR 00 = MINUTES

(A0056/85 KFDC)

NORTH ATLANTIC

POSITION REPORTING PROCEDURE

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION:

1. THE FOLLOWING REVISED POSITION REPORTING PROCEDURE REQUIRING THE INCLUSION OF AN ADDITIONAL ITEM (ITEM H) IN THE POSITION REPORT, WILL BE IMPLEMENTED ON A TRIAL BASIS BY GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK OACS, IN ORDER TO PROVIDE FOR EARLIEST POSSIBLE DETECTION OF MISUNDERSTANDINGS REGARDING THE ROUTE TO BE FOLLOWED BY AIRCRAFT IN THE NAT REGION AND ADJACENT TRANSITION AREAS.

2. EFFECTIVE 0900 GMT ON 20 NOVEMBER 1979, AIRCRAFT ENTERING, OPERATING WITHIN, OR LEAVING THE OCEANIC CONTROL AREAS OF GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK WILL TRANSMIT THE FOLLOWING ELEMENTS OF INFORMATION IN POSITION REPORTS TO THE APPROPRIATE OCEANIC CONTROL CENTRE:

   A. THE WORD "POSITION";
   B. AIRCRAFT IDENTIFICATION;
   C. PRESENT POSITION;
   D. TIME OVER PRESENT POSITION (HOURS AND MINUTES);
   E. PRESENT FLIGHT LEVEL;
   F. ESTIMATED POSITION ON ASSIGNED ROUTE;
   G. TIME FOR ESTIMATED POSITION (HOURS AND MINUTES);
   H. NEXT POSITION ON ASSIGNED ROUTE;
   I. ANY FURTHER INFORMATION, D.C., AIREP DATA OR COMPANY MESSAGE.

SPOKEN EXAMPLE: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

WRITTEN EXAMPLE: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: IN VIEW OF THE CURRENT ENERGY SITUATION, THE FOLLOWING POINTS ARE BROUGHT TO THE ATTENTION OF NAT PILOTS WITH A VIEW TO ENSURING THAT EACH AIRCRAFT IS OPERATED AS CLOSE AS POSSIBLE TO ITS OPTIMUM FLIGHT LEVEL AND MACH NUMBER.

1. PILOTS SHOULD REQUEST A CHANGE OF FLIGHT LEVEL OR MACH NUMBER WHENEVER THIS WOULD IMPROVE THE OPERATING EFFICIENCY OF THE AIRCRAFT. REFUSALS, DUE TO OTHER TRAFFIC, SHOULD NOT DETER PILOTS FROM CONTINUING TO MAKE SUCH REQUESTS.

2. WHEN CIRCUMSTANCES RENDER THIS FEASIBLE, CONTROLLERS WILL ASK ANOTHER AIRCRAFT TO ACCEPT A HIGHER FLIGHT LEVEL OR CHANGE OF MACH NUMBER IN ORDER TO FACILITATE CLEARANCES FOR AIRCRAFT WHICH WOULD OTHERWISE EXPERIENCE A SIGNIFICANT PENALTY. IN AGREEING TO SUCH A REQUEST, PILOTS WILL CONTRIBUTE TO THE OVERALL ECONOMY IN FUEL USED.

3. WHERE POSSIBLE, PILOTS SHOULD GIVE ADVANCE WARNING OF A REQUEST; E.G., IF A WESTBOUND FLIGHT WISHES TO CLIMB AT 30° W, IT WILL ASSIST THE CONTROLLER IF THE REQUEST IS MADE WITH THE 20° W POSITION REPORT.

SPECIAL NOTICE - WEATHER REPORTING IN NORTH ATLANTIC

EFFECTIVE SEPTEMBER 1, 1983 AN INCREASED WEATHER REPORTING REQUIREMENT FOR TRANS-ATLANTIC FLIGHTS WILL BE INTRODUCED ON A TRIAL BASIS. THE PURPOSE OF THE TRIAL IS TO ESTABLISH THE PRACTICALITY OF IMPROVING THE ACCURACY OF METEOROLOGICAL FORECASTS BY MEANS OF ENHANCED AIRCRAFT REPORTS.

THE AIRCRAFT OBSERVATIONS AND REPORTS REQUIRED FOR THE TRIAL PERIOD ARE:
ALL AIRCRAFT FLYING IN THE GANDER OCEANIC, SHANWICK OCEANIC, NEW YORK OCEANIC, AND SANTA MARIA OCEANIC FLIGHT INFORMATION REGIONS BETWEEN NORTH AMERICA AND EUROPE, IN EITHER DIRECTION, SHALL MAKE, RECORD, AND REPORT ROUTINE METEOROLOGICAL OBSERVATIONS AT EACH DESIGNATED REPORTING POINT AND AT THE INTERMEDIATE MID-POINT BETWEEN SUCH REPORTING POINTS, EXCEPT THAT:

1.) THE MID-POINT OBSERVATION SHALL NOT BE THE SUBJECT OF A SPECIAL REPORT, BUT WILL BE RETAINED FOR TRANSMISSION AT THE NEXT DESIGNATED REPORTING POINT, AND
2.) AIRCRAFT CLEARED ON AN ORGANIZED TRACK SHALL BE REQUIRED TO MAKE, RECORD, AND REPORT ROUTINE OBSERVATIONS ONLY WHEN SO DESIGNATED AT THE TIME OF RECEIVING THEIR OCEANIC CLEARANCE.

THE FORMAT TO BE USED FOR REPORTING THE ADDITIONAL OBSERVATIONS SHALL BE BY REFERENCE TO THE LATITUDE (DEGREES AND MINUTES) AND LONGITUDE (DEGREES ONLY) OF THE INTERMEDIATE MID-POINT. EXAMPLE:

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POS TW 760 62N 040W   0815
F410 61N 030W 0848 60N 020W  NEXT MS56
220/55  6230N 045W  MS 60 270/80
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THE PERIOD OF THE TRIAL IS NOT FIXED. IN THE EVENT THAT PROBLEMS OF FREQUENCY CONGESTION, ETC., ARISE, THE TRIAL WOULD BE CURTAILED. ALTERNATELY, SUCCESSFUL OPERATION WILL ENABLE THE TRAIL PROCEDURES TO BE ADOPTED ON A PERMANENT BASIS.

SPECIAL NOTICE - NEW YORK VOLMET

NEW YORK VOLMET FREQUENCY 13270 KHZ BROADCASTS FROM 1 HOUR BEFORE SUNRISE TO 1 HOUR AFTER SUNSET. FREQUENCY 3485 KHZ BROADCASTS FROM 1 HOUR AFTER SUNSET TO 1 HOUR BEFORE SUNRISE. THE NEW YORK VOLMET CONTINUES ITS 24 HOUR-A-DAY BROADCAST ON FREQUENCIES 6604 KHZ AND 10051 KHZ. (FAA)

ATLANTIC AREA LORAN-C INFO: THE CURRENT OPERATIONAL STATUS OF ALL ATLANTIC AREA LORAN-C STATIONS IS AVAILABLE FROM THE FIVE COORDINATOR'S OF CHAIN OPERATIONS (COCO'S). THE COCO MONITORS THE DAY-TO-DAY OPERATIONS OF THE LORAN-C CHAIN AND PROVIDES INFORMATION WITH A RECORDED TELEPHONE ANNOUNCEMENT OR RESPONDS TO QUERIES DIRECTED TO THE COCO PERSONALLY. PERTINENT TELEPHONE NUMBERS FOLLOW:

A. COCO GREAT LAKES (8970) AND NORTHEAST (9960) CHAINS IS LOCATED AT LORAN STATION SENECA, N.Y. RECORDED ANNOUNCEMENT: (607) 869-5395. COCO: (607) 869-1334, FTS 957-5334.

B. COCO CANADIAN EASTCOAST (5930) AND LABRADOR SEA (7930) CHAINS IS LOCATED AT LORAN MONITOR STATION ST. ANTHONY NFLD CANADA. RECORDED ANNOUNCEMENT: (709) 454-3261. COCO: (709) 454-2392.

C. COCO SOUTHEAST (7980) CHAIN IS LOCATED AT LORAN STATION MALONE.

D. IF ADDITIONAL INFORMATION IS REQUIRED AFTER CONTACTING COCO'S, CONTACT THE CHAIN MANAGER AT GOVERNORS ISLAND, N.Y.: (212) 668-7880 OR FTS 664-7880.

E. SCHEDULED LORAN-C OFF-AIR TIMES ARE PUBLISHED BY NOTIFICATIONS OR ANNOUNCEMENTS IN LOCAL NOTICE TO MARINERS, CANADIAN COAST GRUAD NOTICES TO SHIPPING (NOTSHIP'S), AND ON THE PRERECORDED SERVICE FOR THE PERTINENT CHAIN. IN MANY CASES, SCHEDULED OUTAGES ARE PRECEEDED BY A COAST GUARD MARINE RADIO BROADCAST IN THE AREA WHERE THE COVERAGE WILL BE AFFECTED.

F. FOR BETTER SERVICE OF ANY REQUEST FOR OPERATIUNS DATA (E.G., TO CHECK ON A SUSPECTED LORAN-C SYSTEM ABNORMALITY), PLEASE SUPPLY THE RATE AND DATE/TIME OF THE EVENT YOU WISH TO REPORT. THIS WILL ENABLE COORDINATOR OF CHAIN OPERATIONS TO QUICKLY CHECK THE RECORDS FOR THE PERIOD IN QUESTION AND GIVE A MORE EXACT ANSWER.

1. PACIFIC AREA LORAN-C INFO: INFORMATION CONCERNING CENTRAL PACIFIC (4990), CANADIAN WEST COAST (9940), NORTHWEST PACIFIC (9970), AND NORTH PACIFIC (9990) CHAINS MAY BE OBTAINED FROM THE REGIONAL MANAGER IN SAN FRANCISCO, CA AT (415) 437-3224.

2. EUROPEAN LORAN-C INFO: INFORMATIN CONCERNING THE ICELANDIC (9980), NORWLGIAN SEA (7970), AND THE MEDITERREANEAN SEA (7990) CHAINS MAY BE OBTAINED FROM THE CHAIN MANAGER AT U.S. COAST GUARD ACTIVITIES EUROPE, LONDON, UK AT 011-44-1-409-4758.

3. OMEGA: SUMMARY STATUS AND PROPAGATION ANOMALY NOTIFICATIONS ARE BROADCAST FROM WWV, FORT COLLINS, CO AT 16 MINUTES AFTER EACH HOUR. OTHER INFORMATION SOURCES ARE LISTED BELOW:

A. COAST GUARD ONSOD, WASHINGTON, D.C. (RECORDED ANNOUNCEMENT): (202) 245-0298 OR FTS 245-0298.

B. U.S. NAVAL OBSERVATORY (USNO) (AUTOMATED DATA SERVICE): (202) 653-1079 OR FTS 653-1079. FULL DUPLEX, EVEN PARITY 300 OR 1200 BAUD, ASCII.

C. IF ADDITIONAL INFORMATION IS REQUIRED, CONTACT THE OMEGA WATCHSTANDER AT ONSOD WASHINGTON, D.C.: (202) 243-0228 OR FTS 245-0228.

CARIBBEAN

SPECIAL NOTICE - CARIBBEAN

ROCK SOUND BAHAMAS RADIO BEACON (RSD) AND HAVANA CUBA RADIO BEACON (UHA) BOTH OPERATE ON FREQUENCY 348KHZ. BE ALERT FOR POSSIBLE INTERFERENCE. (FAA)

THE U.S. DEPARTMENT OF TRANSPORTATION WILL BE FLYING A LARGE WEATHER BALLOON OF 90 FEET IN LENGTH AT HEIGHTS UP TO 2500 FEET AT VARIOUS LOCATIONS IN THE CARIBBEAN, GULF OF MEXICO, AND FLORIDA WATERS. THIS BALLOON WILL BE TETHERED TO A SHIP; AIRMEN ARE ADVISED TO STAY CLEAR OF THE TETHER AS WELL AS THE BALLOON. THE BALLOON WILL USUALLY BE SEVERAL MILES AT SEA EXCEPT WHEN IT IS IN TRANSIT TO TEST SITES OR PULLING INTO DOCK, AT WHICH TIMES, THE BALLOON WILL BE FLOWN AT HEIGHTS FROM 150 TO 500 FEET. LOCAL CONTROL TOWERS WILL BE NOTIFIED BY THE COAST GUARD IN THE EVENT OF BALLOON FLIGHTS NEAR THEIR AIRPORTS. THE BALLOON AND TETHER WILL BE WELL MARKED BY STROBE LIGHTS AND FLAGS TO ASSURE VISIBILITY. (MIAMI FSS 6/29/84)

U.S. OVERLAND/OCEANIC NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. TEN MINUTES LONGITUDINAL SEPARATION MAY BE APPLIED BETWEEN TURBOJET AIRCRAFT TRANSITING ATS ROUTE G431 BETWEEN THE NEW YORK, MIAMI AND SAN JUAN OCEANIC CONTROL AREAS AND ALSO ON ATS ROUTES A25, A300 G432, AND A23 BETWEEN THE NEW YORK AND SAN JUAN OCEANIC CONTROL AREAS. THE USE OF 10 MINUTES LONGITUDINAL SEPARATION IS AUTHORIZED WITH ADHERENCE TO THE CRITERIA CONTAINED IN ATTACHMENT H TO ICAO DOC. 4444-RAC/501/10, PANSRAC, AND THE REGIONAL SUPPLEMENTARY PROCEDURES. SPECIFICALLY, 10 MINUTES LONGITUDINAL SEPARATION MAY BE USED BETWEEN TURBOJET AIRCRAFT FLYING AT THE SAME ALTITUDE/FLIGHT LEVEL PROVIDING THE FOLLOWING CONDITIONS ARE MET:

1. THE AIRCRAFT CONCERNED HAVE REPORTED OVER THE SAME ENTRY POINT INTO OCEANIC CONTROL AIRSPACE AND WILL FLY THE SAME TRACK OR CONTINUOUSLY DIVERGING TRACKS.
2. THE PRECEDING AIRCRAFT IS MAINTAINING A SPEED OF AT LEAST MACH 0.03 GREATER THAN THAT OF THE FOLLOWING AIRCRAFT. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: FLIGHTS IN OCEANIC AIRSPACE MUST BE CONDUCTED UNDER INSTRUMENT FLIGHT RULES (IFR) PROCEDURES WHEN OPERATING:

A. BETWEEN SUNSET AND SUNRISE;

B. AT OR ABOVE FLIGHT LEVEL (FL) 60 WHEN OPERATING WITHIN THE NEW YORK, OAKLAND, ANCHORAGE AND HONOLULU FLIGHT INFORMATION REGIONS (FIRS); OR

C. ABOVE FL 180 WHEN OPERATING WITHIN THE MIAMI AND HOUSTON FIRS AND IN THE SAN JUAN CONTROL AREA.

FLIGHTS BETWEEN THE EAST COAST OF THE U.S. AND BERMUDA OR CARIBBEAN TERMINALS AND TRANSVERSING THE NEW YORK FIR AT OR ABOVE 5,500 FT. MSL SHOULD BE ESPECIALLY AWARE OF THIS REQUIREMENT. (FAA)

SPECIAL NOTICE: IF THE PILOT OF AN AIRCRAFT OPERATING IN INTERNATIONAL AIRSPACE UNDER U.S. JURISDICTION AND EQUIPPED WITH A CODED RADAR BEACON TRANSPONDER EXPERIENCES A LOSS OF TWO-WAY RADIO CAPABILITY, HE SHOULD:

A. ADJUST HIS TRANSPONDER TO REPLY ON MODE A/3, CODE 7700 FOR A PERIOD OF 1 (ONE) MINUTE;

B. THEN CHANGE TO CODE 7600 AND REMAIN ON 7600 FOR A PERIOD OF 15 MINUTES OR THE REMAINDER OF THE FLIGHT WHICHEVER OCCURS FIRST;

C. REPEAT STEPS A. AND B., AS PRACTICABLE.

THE PILOT SHOULD UNDERSTAND THAT HE MAY NOT BE IN AN AREA OF RADAR COVERAGE. MANY RADAR FACILITIES ARE ALSO NOT PRESENTLY EQUIPPED TO AUTOMATICALLY DISPLAY CODE 7600 AND WILL INTERROGATE 7600 ONLY WHEN THE AIRCRAFT IS UNDER DIRECT RADAR CONTROL AT THE TIME OF RADIO FAILURE. HOWEVER, REPLYING ON 7700 FIRST INCREASES THE PROBABILITY OF EARLY DETECTION OF A RADIO FAILURE CONDITION. (FAA)

SPECIAL NOTICE--INSTRUCTIONS FOR USING FAA FORM 7233-4. INTERNATIONAL FLIGHT PLAN FORM: AMENDMENT 6 (APPLICABLE NOVEMBER 21, 1985) TO ICAO DOC 4444 SPECIFIES SEVERAL CHANGES IN ICAO INTERNATIONAL FLIGHT PLAN FORMAT. FAA WILL ACCEPT THE NEW ICAO FORMAT, EXCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS. THEREFORE, TO COMPLY AS CLOSELY AS POSSIBLE WITH AMENDMENT 6, THE FOLLOWING ADDITIONAL PROCEDURES WILL APPLY BEGINNING NOVEMBER 21 WHEN USING FAA FORM 7233-4:

1. FAA FORM 7233-4, ITEM 13 HAS A SPACE FOR FIR BOUNDARIES AND ESTIMATED TIMES. FAA REQUIRES FILED FIR BOUNDARIES AND ESTIMATED TIMES. HOWEVER, PUT THAT INFORMATION IN ITEM 18. OTHER INFORMATION, AS SPECIFIED IN ICAO FORMAT.

2. CONCERNING FAA FORM 7233-4, ITEM 15, THE U.S. AIR TRAFFIC SERVICE DOES NOT ACCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS.

3. IN ITEM 17, IN THE SECTION LABELED ETA, INSTEAD PUT TOTAL ESTIMATED ELAPSED TIME (TOTAL EET).

THE PRESENT SUPPLY OF FAA FORM 7233-4 WILL BE USED UNTIL EXHAUSTED AND REPLACED BY A NEW REVISED FAA INTERNATIONAL FLIGHT PLAN FORM.

THIS IS TO REMIND PILOTS OF THE NEED TO CONTINUOUSLY GUARD THE VHF EMERGENCY FREQUENCY 121.5 MHZ WHEN ON LONG OVER-WATER FLIGHTS, EXCEPT WHEN COMMUNICATIONS ON OTHER VHF CHANNELS, EQUIPMENT LIMITATIONS OR COCKPIT DUTIES PREVENT SIMULTANEOUS GUARDING OF TWO CHANNELS. GUARDING OF 121.5 MHZ IS PARTICULARLY CRITICAL WHEN OPERATING IN PROXIMITY TO FLIGHT INFORMATION REGION (FIR) BOUNDARIES, FOR EXAMPLE, OPERATIONS ON ATS ROUTE R220 BETWEEN ANCHORAGE AND TOKYO, SINCE IT SERVES TO FACILITATE COMMUNICATIONS WITH REGARD TO AIRCRAFT WHICH MAY EXPERIENCE IN-FLIGHT EMERGENCIES, COMMUNICATIONS, OR NAVIGATIONAL DIFFICULTIES. (REFERENCE ICAO ANNEX 10, VOL II, PARAS 5.2.2.1.1.1 AND 5.2.2.1.1.2.) (FAA 3/86)

ANCHORAGE CTA/FIR

SPECIAL NOTICE -- NAVIGATION WARNING: U.S. AIRCRAFT FLYING BETWEEN ALASKA AND JAPAN ARE CAUTIONED OF THE ABSOLUTE NECESSITY OF REMAINING OVER INTERNATIONAL WATERS AT ALL TIMES IN ORDER TO AVOID DANGEROUS CONSEQUENCES WHICH COULD RESULT FROM UNAUTHORIZED OVERFLIGHT OF SOVIET TERRITORY. RECOGNITION THAT MANY FLIGHT TRACKS ON THIS ROUTE PROVIDE MINIMUM SEPARATION FROM SOVIET AIRSPACE FURTHER EMPHASIZES THE NEED FOR ALL PILOTS TO USE ALL EXISTING NAVIGATIONAL CAPABILITY. THE FAA THEREFORE RECOMMENDS THAT ALL PILOTS FLYING BETWEEN ALASKA AND JAPAN TAKE UTMOST PRECAUTIONS TO AVOID FLYING OVER SOVIET TERRITORY. PILOTS AND OPERATORS OF SMALL AIRCRAFT PERFORMING BEAR HUNTING FLIGHTS OR OTHER TYPES OF FLIGHT IN THE BERING STRAIT AREA ARE ALSO URGED TO TAKE UTMOST PRECAUTION TO AVOID ANY OPERATION IN USSR AIRSPACE.(FAA)

SPECIAL NOTICE - TO CLARIFY ENROUTE COMMUNICATIONS PROCEDURES AND DOCUMENT THOSE NOW GENERALLY EMPLOYED IN SUPPORT OF FLIGHT OPERATIONS IN THE ANCHORAGE ARCTIC CTA/FIR BEYOND LINE OF SIGHT RANGE OF REMOTE CONTROL VHF AIR/GROUND FACILITIES OPERATED FROM THE ANCHORAGE ACC. FLIGHT CREWS OPERATING AIRCRAFT IN THAT AIRSPACE UNDER THOSE CIRCUMSTANCES ARE EXPECTED TO MAINTAIN COMMUNICATIONS WITH CAMBRIDGE BAY RADIO AND A LISTENING OR SELCAL WATCH ON HF FREQUENCIES OF NORTH ATLANTIC DELTA NAT D NETWORK, VIZ. 2971, 4675, 8891, 11279 KHZ. CAMBRIDGE BAY RADIO WILL ACCOMPLISH NECESSARY RELAY BETWEEN ENROUTE AIRCRAFT AND THE ANCHORAGE CENTER. ADDITIONALLY AND IN VIEW OF REPORTED MARGINAL RECEPTION OF HONOLULU PACIFIC VOLMET BROADCAST IN THAT AND ADJACENT CANADIAN AIRSPACE, CAMBRIDGE BAY RADIO CAN PROVIDE ANCHORAGE AND FAIRBANKS SURFACE OBSERVATIONS AND TERMINAL FORECASTS TO FLIGHT CREWS ON REQUEST. (FAA)

MIAMI CTA/FIR

MIAMI ARTCC: AIRCRAFT ON IFR FLIGHT PLANS ENTERING THE MIAMI CTA/FIR AT FL 240 AND ABOVE FROM THE HAVANA CTA/FIR ARE REQUESTED TO ESTABLISH COMMUNICATIONS WITH MIAMI CENTER AT LEAST 10 MINUTES PRIOR TO THE BOUNDARY ON THE FOLLOWING FREQUENCIES: B646, G448--132.2 VHF AND 306.9 UHF; A301, G437 AND R628--128.75 VHF AND 270.3 UHF. AIRCRAFT ON IFR FLIGHT PLAN ENTERING MIAMI CTA/FIR FROM PORT 'AU' PRINCE OR SANTO DOMINGO CTA/FIR CONTACT MIAMI ARTC CENTER ON 132.3/307.2 AT LEAST TEN (10) MINUTES PRIOR TO REACHING MIAMI CTA/FIR BOUNDARY FOR ATC CLEARANCE. (FAA)

SPECIAL NOTICE - MIAMI OCEANIC CTA. EFFECTIVE IMMEDIATELY, AIR TRAFFIC PROPOSING OPERATION IN THE MIAMI OCEANIC CTA EAST OF 80 DEGREES WEST AND SOUTH OF 30 DEGREES NORTH, AT AND ABOVE FL240 BETWEEN 1200Z AND 0000Z, SHOULD EXPECT ROUTING VIA ESTABLISHED AIRWAYS OR APPROVED PART 95 ROUTES.

ALSO, DURING THE SAME PERIOD, A555 BETWEEN ZBB NDB AND GT NDB, AT AND ABOVE FL240, WILL BE RESERVED FOR NORTHWEST BOUND TRAFFIC ONLY.

AIRCRAFT PROPOSING FLIGHT SOUTHEASTWARD ON THAT PORTION OF A555, AT OR ABOVE FL240, CAN EXPECT ROUTING VIA ZBV, BR55V, COBBL, BR1L GT.

THIS ROUTING WILL BE REFERRED TO AS THE MISAN ROUTE. DURING THE PERIOD 1200Z TO 0000Z, THAT PORTION OF BR1L COMPRISING THE MISAN ROUTE WILL BE RESERVED FOR SOUTHEAST BOUND TRAFFIC ONLY. (FAA 1/85)

SPECIAL NOTICE - MIAMI OCEANIC CTA MIAMI ARTCC IS UTILIZING A SECONDARY RADAR SYSTEM FROM AN ANTENNA LOCATED ON THE ISLAND OF GRAND TURK BRITISH WEST INDIES. IFR AIRCRAFT WITHIN 200 NAUTICAL MILES OF THE ANTENNA ABOVE FL240 CAN EXPECT RADAR SEPARATION FROM OTHER IFR AIRCRAFT. RADAR SEPARATION WILL BE UTILIZED BELOW FL240 FOR THOSE PARTICIPATING AIRCRAFT WITHIN THE ANTENNA COVERAGE. THERE IS NO PRIMARY RADAR DATA OR WEATHER INFORMATION AVAILABLE FROM THIS SYSTEM. SOME OVERLAP BETWEEN THIS ANTENNA AND THE PICO DEL ESTE, PUERTO RICO ANTENNA IS AVAILABLE AT AND ABOVE FL240. OVERLAPPING COVERAGE WEST OF GRAND TURK IS NOT YET AVAILABLE. SINCE RADAR SEPARATION IS DEPENDENT UPON THE RECEIPT OF A TRANSPONDER RETURN, ALL AIRCRAFT WITHIN THE 200 NM COVERAGE OF THE SYSTEM ARE REQUIRED TO UTILIZE TRANSPONDER CODES AS ASSIGNED BY ATC OR THE APPROPRIATE STRATUM CODE.

AIRCRAFT DEPARTING AND OVERFLYING THE SANTO DOMINGO AND PORT AU PRINCE FIRS CAN EXPECT ATC ASSIGNED CODES FROM THOSE AGENCIES. INITIAL CALL UP TO MIAMI CENTER PRIOR TO CROSSING THE CTA/FIR BOUNDARY WILL PERMIT EARLY RADAR IDENTIFICATION AND IS NECESSARY. RADAR FLIGHT FOLLOWING OF VFR AIRCRAFT WILL BE AVAILABLE ON A WORKLOAD PERMITTING BASIS. THE PRIMARY ATC FREQUENCY IS 132.3 AND 307.2. MIAMI CENTER IS COMMISSIONING A SECOND FREQUENCY PAIR 135.2 AND 327.0 FOR FUTURE USE. (FAA 92/85)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: THE ATTENTION OF PILOTS PLANNING FLIGHTS WITH THE NEW YORK OCEANIC FLIGHT INFORMATION REGION IS DIRECTED TO THE COMMUNICATION AND POSITION REPORTING REQUIREMENTS SPECIFIED IN THE FOLLOWING ICAO DOCUMENTS: ANNEX 2, PARAGRAPH 3.5.9; ANNEX 11, PARAGRAPH 6.1.2; PANS-RAC 4444, PART 11, PARAGRAPH 13, AND DOC 7030, PARAGRAPHS 4 AND 6. THE COMMUNICATIONS REQUIREMENTS FOR IFR FLIGHTS WITHIN THE NEW YORK OCEANIC CONTROL AREA ARE:

1. FUNCTIONING TWO-WAY RADIO COMMUNICATIONS EQUIPMENT CAPABLE OF COMMUNICATING WITH AT LEAST ONE APPROPRIATE GROUND STATION FROM ANY POINT ON THE ROUTE.
2. MAINTAIN A CONTINUOUS LISTENING WATCH ON THE APPROPRIATE RADIO FREQUENCY.
3. REPORT POSITIONS IN SPECIFIED CIRCUMSTANCES.

NOTE: HF COMMUNICATION IS REQUIRED FOR OCEANIC FLIGHT. THE ABILITY TO COMMUNICATE AT ANY POINT OF THE ROUTE IS NECESSARY FOR THE CONTROL PROCESS. INABILITY TO COMPLY IS IN VIOLATION OF THE REQUIREMENTS STATED ABOVE. NO VHF COMMUNICATIONS ARE AVAILABLE FOR POSITION REPORTING FOR FLIGHT THROUGH NEW YORK OCEANIC AIRSPACE. (FAA)

SPECIAL NOTICE--BERMUDA: THE NEW YORK AREA CONTROL CENTER HAS DELEGATED CONTROL AUTHORITY AND FLIGHT INFORMATION RESPONSIBILITY WITHIN A 180 NM RADIUS OF THE BERMUDA VOR AT FL 500 AND BELOW TO THE BERMUDA TERMINAL CONTROL AREA FACILITY (TCAF). THE BERMUDA TCAF USES POSITIVE RADAR CONTROL PROCEDURES WITHIN THE BERMUDA CONTROL AREA. CANCELLATION OF IFR FLIGHT AFTER ENTRY INTO THE CONTROL AREA IS NOT PERMITTED. ALL INBOUND TRANSPONDER EQUIPPED AIRCRAFT SHALL RESPOND ON MODE 3A, CODE 2100 UPON ENTRY INTO THE CONTROL AREA. NON-TRANSPONDER EQUIPPED AIRCRAFT OR AIRCRAFT WITH INOPERATIVE TRANSPONDER SHALL BE ASSIGNED SPECIFIC IFR FLIGHT LEVELS UPON ENTERING THE CONTROL AREA. ALL INTERNATIONAL FLIGHTS WHICH PLAN TO PENETRATE THE CONTROL AREA, MUST INCLUDE THE BERMUDA TCAF AS AN AFTN ADDRESSEE ON THE ICAO FILED FLIGHT PLAN. THE BERMUDA TCAF AFTN ADDRESS IS MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: EFFECTIVE IMMEDIATELY ALL AIR CARRIERS, PRIVATE AND MILITARY USERS FLIGHT PLANNING TO OPERATE THROUGH THE NEW YORK OCEANIC CONTROL AREA SHALL, IN ACCORDANCE WITH ICAO DOCUMENT 7030, PARA 4.6, ADD NEW YORK OCEANIC CONTROL AS KZNYZQ AS AN ADDRESSEE. FOR THOSE FOLLOWING THIS PROCEDURE, PLEASE ENSURE THAT CORRECT CALL LETTERS ARE BEING USED. MANY FLIGHT PLANS ARE BEING DUPLICATED AND IN SOME CASES TRIPLICATED. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: SEE THE ENTRY FOR PANAMA IN THE SECTION TITLED FOREIGN NOTICES IN THIS PUBLICATION.

SAN JUAN CTA/FIR

SPECIAL NOTICE: ALL VFR AIRCRAFT ENTERING AND DEPARTING THE SAN JUAN FIR/CTA WILL PROVIDE SAN JUAN RADIO WITH AN ICAO FLIGHT PLAN. ALL AIRCRAFT MUST ESTABLISH 2 WAY COMMUNICATIONS WITH SAN JUAN ON 126.7, 122.2, 123.65 OR 255.4. COMMUNICATION CAN ALSO BE ESTABLISHED BY USING THE VOR FREQUENCY FOR RECEIVING AND TRANSMITTING ON 122.1 FOR BORINQUEN (BQN), MAYAGUEZ (MAZ), PONCE (PSE), ST. THOMAS (STT). THE ST. CROIX TRANSMITTING FREQUENCY TO USE IS 123.6. IF UNABLE TO CONTACT SAN JUAN RADIO THE PILOT IS RESPONSIBLE FOR NOTIFYING ADJACENT ATS UNITS AND REQUEST THAT A POSITION REPORT BE RELAYED TO SAN JUAN RADIO FOR SEARCH AND RESCUE PURPOSES AND FLIGHT FOLLOWING. THIS IS IN ACCORDANCE WITH ICAO DOC. 4444, PART II, PARA. 14.1.1, PARA. 14.1.4; PART VI, PARA. 1.2.1 AND PARA. 2.2.2, ANNEX 11, CHAPTER 6, PARA. 6.1.2.1, PARA. 5.1.1, PARA. 5.2.1, PARA. 5.2.2, PARA. 5.2.2.3, PARA. 5.3.2.4, PARA. 5.4.1. (FAA)

SPECIAL NOTICE--ALL IFR OR VFR AIRCRAFT LANDING AT PUERTO RICO INTERNATIONAL, ISLA GRANDE, HARRY S.

TRUMAN, OR ALEXANDER HAMILTON AIRPORTS THAT REQUIRE CUSTOMS, CONTACT SAN JUAN IFSS ONE HOUR PRIOR TO LANDING AND REQUEST CUSTOMS BE ADVISED (ADCUS). ALSO INCLUDE ADCUS IN THE REMARKS SECTION OF THE FLIGHT PLAN. ADCUS SERVICE IS NOT AVAILABLE AT OTHER AIRPORTS IN THE SAN JUAN FIR. PILOTS ARE RESPONSIBLE FOR ADVISING CUSTOMS OF THEIR INTENDED ARRIVAL IN ACCORDANCE WITH PROCEDURES CONTAINED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL. (SAN JUAN IFSS 101200.)

HOUSTON/MIAMI CTA/FIR-NY OCEANIC CONTROL AREA

SPECIAL NOTICE: A LARGE SCALE METEOROLOGICAL STUDY WILL BE CONDUCTED FROM JANUARY 15 TO MARCH 15, 1986, IN THE OFFSHORE AIRSPACE ADJACENT TO THE UNITED STATES GULF AND EAST COASTS. THE PROJECT, KNOWN AS "GALE__GENESIS OF ATLANTIC LOW EXPERIMENT," WILL INVESTIGATE THE DEVELOPMENT OF EAST COAST STORMS WHICH PRESENT A SERIOUS FORECASTING PROBLEM. SOME 10 OR MORE AIRCRAFT WILL BE DEPLOYED TO FLY ROUTES AND FLIGHT PATTERNS WITHIN THE GALE PROJECT STUDY AREA. ACTIVITIES WILL INCLUDE DROPWINDSONDE RELEASES ALONG PREDETERMINED TRACKS IN THE UNITED STATES GULF AND ATLANTIC OFFSHORE AREAS BETWEEN 80 DEGREES WEST LONGITUDE AND 70 DEGREES WEST LONGITUDE. ALL DROPWINDSONDE RELEASES WILL OCCUR MORE THAN 60NM OFFSHORE. ACTUAL FLIGHT TIMES WILL DEPEND ON DEVELOPING STORM CONDITIONS. PILOTS OPERATING WITHIN THE GALE STUDY AREA MAY RECEIVE STATUS INFORMATION FROM THE APPROPRIATE ATC FACILITY. (FAA)

Flight Information Publication
International Notices to Airmen

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INTERNATIONAL NOTICES TO AIRMEN

U.S. Department of Transportation
Federal Aviation Administration

TD 4.11:

FOREWORD

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION IS A BI-WEEKLY PUBLICATION CONTAINING SIGNIFICANT INTERNATIONAL NOTAM INFORMATION AND SPECIAL NOTICES WHICH MAY AFFECT A PILOT'S DECISION TO ENTER OR USE CERTAIN AREAS OF FOREIGN OR INTERNATIONAL AIRSPACE. THIS PUBLICATION COMPLEMENTS AND EXPANDS DATA CARRIED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL, AVAILABLE UPON SEPARATE SUBSCRIPTION. ALL PILOTS SHOULD REVIEW THE FOREIGN AIRSPACE AND ENTRY RESTRICTIONS PUBLISHED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL DURING THE FLIGHT PLANNING PROCESS. FOREIGN AIRSPACE PENETRATION WITHOUT OFFICIAL AUTHORIZATION CAN INVOLVE BOTH DANGER TO THE AIRCRAFT AND THE IMPOSITION OF SEVERE PENALTIES AND INCONVENIENCE TO BOTH PASSENGERS AND CREW. A FLIGHT PLAN ON FILE WITH ATC AUTHORITIES DOES NOT NECESSARILY CONSTITUTE THE PRIOR PERMISSION REQUIRED BY CERTAIN OTHER AUTHORITIES. THE POSSIBILITY OF FATAL CONSEQUENCES CANNOT BE IGNORED IN SOME AREAS OF THE WORLD.

THE INFORMATION CONTAINED IS DERIVED FROM INTERNATIONAL NOTAMS AND OTHER APPROPRIATE SOURCES. INTERNATIONAL NOTAMS ARE OF TWO TYPES, CLASS ONE INTERNATIONAL NOTAMS AND CLASS TWO INTERNATIONAL NOTAMS. CLASS ONE NOTAMS ARE THOSE NOTAMS DISSEMINATED VIA TELECOMMUNICATIONS. THESE NOTAMS ARE MADE AVAILABLE VIA TELECOMMUNICATIONS TO THE U.S. FLYING PUBLIC THROUGH THE INTERNATIONAL NOTAM OFFICE IN WASHINGTON, D.C., VIA THE LOCAL FLIGHT SERVICE STATIONS. CLASS TWO NOTAMS ARE NOTAMS DISSEMINATED VIA POSTAL SERVICES AND ARE NOT READILY AVAILABLE TO THE U.S. FLYING PUBLIC. THIS PUBLICATION COVERS NOTAM AND OTHER TEMPORARY, HAZARDOUS CONDITIONS WHICH ARE NOT READILY AVAILABLE TO THE FLYING PUBLIC AND INCLUDES INFORMATION ON RECORD AS OF 1200Z ON THE DATE APPEARING ON THE COVER. FOR LATEST INFORMATION, CONSULT CLASS I NOTAMS ISSUED BY TELECOMMUNICATIONS AT ANY FAA FLIGHT SERVICE STATION. THE FOREIGN NOTICES INCLUDED, ARE TO THE MAXIMUM EXTENT POSSIBLE, CARRIED AS ISSUED. THE ABBREVIATIONS USED ARE, IN MOST ALL INSTANCES, THOSE ABBREVIATIONS LISTED IN ICAO DOCUMENT DOC 8400. INFORMATION INCLUDED WILL INDICATE THE SOURCE FOLLOWING THE ENTRY. THIS WILL ASSIST THE USER IN ESTABLISHING THE CURRENCY OF THE INFORMATION CONTAINED, SHOULD HE SO DESIRE, WITH THE ORIGINATOR OF THE INFORMATION (SEE THE INTERNATIONAL FLIGHT INFORMATION MANUAL FOR FOREIGN NOTAM OFFICE AREAS OF RESPONSIBILITY AND FOR A LISTING OF FOREIGN NOTAM OFFICES WITH WHICH THE U.S. INTERNATIONAL NOTAM OFFICE EXCHANGES INFORMATION). INFORMATION SOURCES WILL BE INDICATED AS I OR II FOR CLASS ONE AND CLASS TWO NOTAMS, FOLLOWED BY THE NOTAM NUMBER; AIP FOR AERONAUTICAL INFORMATION PUBLICATION CHANGES, FOLLOWED BY THE AIP CHANGE NUMBER; AIC FOR AERONAUTICAL INFORMATION CIRCULAR, FOLLOWED BY THE AIC NUMBER; DOS FOR DEPARTMENT OF STATE ADVISORIES; AND FAA FOR FEDERAL AVIATION ADMINISTRATION.

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION GIVES WORLD WIDE COVERAGE IN EACH ISSUE. COVERAGE FOR THE U.S. AND ITS EXTERNAL TERRITORIES IS LIMITED AND NORMALLY WILL NOT INCLUDE DATA AVAILABLE ON DOMESTIC NOTAM CIRCUITS OR PUBLISHED IN OTHER OFFICIAL SOURCES AVAILABLE TO THE USER.

EACH ISSUE OF THIS PUBLICATION IS COMPLETE IN ITSELF AS FAR AS DATA OF A TEMPORARY NATURE IS CONCERNED. TEMPORARY DATA IS REPEATED IN EACH ISSUE UNTIL THE CONDITION CEASES TO EXIST. PERMANENT DATA WILL BE CARRIED UNTIL IT IS SUFFICIENTLY PROMULGATED OR IS AVAILABLE IN OTHER PERMANENT SOURCES. THESE ITEMS WILL BE PREFIXED BY A SOLID DOT (•) WHEN THEY ARE TO BE REMOVED FROM FUTURE EDITIONS. THIS WILL AID THE USER IN THE IDENTIFICATION OF THOSE PERMANENT ITEMS WHICH HE, THE USER, MAY WISH TO RETAIN FOR HIS OWN RECORDS. NEW ITEMS TO THIS PUBLICATION ARE IDENTIFIED BY UNDERSCORING THE FIRST LINE OF THE NEW ENTRY.

IN CARRYING OUT ITS EXPRESSED PURPOSE OF PROVIDING A NOTICE TO AIRMEN SERVICE, THIS PUBLICATION INCLUDES DATA ISSUED BY FOREIGN GOVERNMENTS. IT SHOULD BE CLEARLY UNDERSTOOD THAT THE PUBLICATION OF SUCH DATA IN NO WAY CONSTITUTES A LEGAL RECOGNITION OF THE INTERNATIONAL VALIDITY OF SUCH DATA. THE SCOPE OF THIS PUBLICATION PRECLUDES ANY ATTEMPT TO TABULATE ALL NOTAM DATA. WHILE EVERY EFFORT IS MADE TO PUBLISH ALL PERTINENT DATA, THE FEDERAL AVIATION ADMINISTRATION CANNOT ASSUME ANY LIABILITY FOR FAILURE TO PUBLISH ANY PARTICULAR ITEM.

COMMUNICATIONS WITH THE EDITORS OF THIS PUBLICATION, INCLUDING NOTIFICATION OF ERRONEOUS OR OBSOLETE DATA, SHOULD BE DIRECTED TO THE FEDERAL AVIATION ADMINISTRATION, FLIGHT INFORMATION AND OBSTRUCTIONS BRANCH (ATO-210), 800 INDEPENDENCE AVE., SW, WASHINGTON, D.C. 20591 (TELEPHONE 202-426-8790, 0800-1700 MONDAY-FRIDAY; OTHER TIMES CALL 202-426-3390). SUBSCRIPTIONS FOR THIS PUBLICATION SHOULD NOT BE FORWARDED TO THE FEDERAL AVIATION ADMINISTRATION. THIS PUBLICATION IS SOLD BY THE SUPERINTENDENT OF DOCUMENTS, U.S. GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C. 20402. ALL QUERIES CONCERNING YOUR SUBSCRIPTION OR PRICES SHOULD BE DIRECTED ONLY TO THE SUPERINTENDENT OF DOCUMENTS.

FOREIGN NOTICES

CARIBBEAN

SPECIAL NOTICE: SEE SPECIAL NOTICE UNDER CARIBBEAN IN THE INTERNATIONAL OCEANIC AIRSPACE NOTICE.

CUBA

AIRCRAFT ARRIVING FROM OR DEPARTING FOR CUBA MUST LAND AT OR DEPART FROM FORT LAUDERDALE-HOLLYWOOD AIRPORT.

IRAN -- PERSIAN GULF

THE IRANIAN AIRSPACE IS CLOSED TO UNITED STATES AIRCRAFT. FLIGHT PLAN AND LATEST INFORMATION REGARDING AIRCRAFT THAT FLY IN THE PORTION OF TEHRAN FIR OVER THE PERSIAN GULF SHOULD BE MADE AVAILABLE TO TEHRAN ACC EITHER DIRECTLY OR THROUGH BAHRAIN ACC OR BANDAR ABBASS, BUSHER ATC. AIRCRAFT THAT FAIL TO DO SO SHOULD REFRAIN FROM FLYING OVER AND IN THE VICINITY OF ANY INSTALLATION BELONGING TO ISLAMIC REPUBLIC OF IRAN. AREA CONTROL SERVICE PROVIDED BY TEHRAN ACC ALONG ATS 21 AND OTHER ATS ROUTES OVER THE PERSIAN GULF IS REDUCED TO FLIGHT INFORMATION SERVICE UNTIL FURTHER NOTICE DUE TO TEMPORARY DEFICIENCIES IN VHF COMMUNICATIONS. COMMUNICATIONS ARE AVAILABLE ON HF FREQUENCIES 13336, 8847, 5660, 5603 AND 6624KHZ AND VHF FREQUENCIES 134.1 AND 118.1MHZ. TEHRAN ASSUMES NO RESPONSIBILITY FOR THE PORTIONS OF ATS ROUTES R21 AND B56 WHICH ARE OVER THE HIGH SEAS. FLIGHTS MAY BE SUBJECT TO VISUAL IDENTIFICATION BY MILITARY AIRCRAFT ACCORDING TO ICAO REGULATIONS. OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD BE AWARE THAT THE FAA IS NOT A DIRECT RECIPIENT OF IRANIAN NOTAMS AND THAT THE ABOVE INFORMATION MAY NOT BE COMPLETE AND CURRENT. PILOTS PLANNING TO OPERATE IN THE PERSIAN GULF AREA SHOULD VERIFY NOTAMS WITH A FACILITY RECEIVING CURRENT NOTAM INFORMATION. DUE TO THE TENSIONS AND HOSTILITIES IN THE PERSIAN GULF AREA IT IS RECOMMENDED THAT OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD CONTINUE TO FLIGHT PLAN SO AS NOT TO FLY OVER THE PERSIAN GULF EAST OF AIRWAY B-55 OR NORTH OF AIRWAY A-55. (FAA FDC 4/334)

U.S.NAVAL FORCES IN THE PERSIAN GULF, STRAIT OF HORMUZ, GULF OF OMAN AND ARABIAN SEA (NORTH OF 20 DEGREES NORTH) ARE TAKING ADDITIONAL DEFENSIVE PRECAUTIONS AGAINST TERRORIST THREATS. AIRCRAFT AT ALTITUDES LESS THAN 2000 FT. AGL WHICH ARE NOT CLEARED FOR APPROACH/DEPARTURE TO OR FROM A REGIONAL AIRPORT ARE REQUESTED TO AVOID APPROACHING CLOSER THAN 5 NM TO U.S.NAVAL FORCES.

IT IS ALSO REQUESTED THAT AIRCRAFT APPROACHING WITHIN 5 NM ESTABLISH AND MAINTAIN RADIO CONTACT WITH U.S.NAVAL FORCES ON 121.5 MHZ VHF OR 243.0 MHZ UHF. AIRCRAFT WHICH APPROACH WITHIN 5 NM AT ALTITUDES LESS THAT 2000 FT. AGL WHOSE INTENTIONS ARE UNCLEAR TO U.S.NAVAL FORCES MAY BE HELD AT RISK BY U.S. DEFENSIVE MEASURES. THIS IS A JOINT USCINCPAC AND USCINCCENT NOTAM AFFECTING OPERATIONS WITHIN THEIR RESPECTIVE AREA OF RESPONSIBILITY. (112119 KFDC)

LEBANON

DUE TO SAFETY IN AIR COMMERCE AND AIR TRANSPORTATION, AND THE PUBLIC INTEREST, ALL U.S. AIR CARRIERS (PART 121/135/125) ARE PROHIBITED FROM OPERATING INTO BEIRUT INTERNATIONAL AIRPORT. (FAA RWA 5/106)

NETHERLANDS ANTILLES

PRINSES BEATRIX AIRPORT - ARUBA: DUE TO FREQUENT VIOLATION OF ARTICLE 29 OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION AND OF OUR NATIONAL LAWS AND REGULATIONS ON THE SAME SUBJECT, AIRMEN ARE ADVISED THAT STRICT INSPECTION OF AIRCRAFT DOCUMENTS AND CREW MEMBER LICENSES WILL BE CARRIED OUT AND THAT FAILURE TO CARRY VALID DOCUMENTS AND CERTIFICATES MAY RESULT IN LEGAL PROSECUTION. (II 16/82)

NICARAGUA

ALL NATIONAL AND FOREIGN REGISTERED AIRCRAFT PROVIDING SCHEDULED OR NON-SCHEDULED COMMERCIAL SERVICE OR GENERAL AVIATION SERVICE NEEDING TO REFUEL AT THE AUGUSTO C. SANDINO INTERNATIONAL AIRPORT SHALL MAKE ARRANGEMENTS TO DO SO WITH THE AIRPORT ADMINISTRATION, WHICH IS THE ONLY AGENCY AUTHORIZED TO PROVIDE THIS SERVICE.(II A4/85)

PANAMA

SPECIAL NOTICE: EN ROUTE IFR FLIGHTS OPERATING WITHIN THE PANAMA CTA AND OUTSIDE THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ARE REQUIRED TO ESTABLISH AND MAINTAIN COMMUNICATIONS WITH PANAMA RADIO. IFR ACFT ENTERING THE PANAMA CTA SHALL MAKE A STANDARD POSITION REPORT AT THE CTA BOUNDARY TO PANAMA ARTCC THROUGH PANAMA RADIO. PRIMARY AND ALTERNATE FREQUENCIES: PRIMARY 6649 KHZ, ALTERNATE 2944 KHZ WHEN OPERATING SOUTH OF 09-OON/TBG. PRIMARY 6577 KHZ, ALTERNATE 8918 KHZ WHEN OPERATING NORTH OF 09-OON/TBG. ADDITIONAL FREQUENCIES AVAILABLE ARE 5520 KHZ, AND 11396 KHZ. U.S. MILITARY FLIGHTS AND CIVIL ACFT UNABLE TO ESTABLISH COMMUNICATIONS WITH PANAMA RADIO MAY UTILIZE ALBROOK AIRWAYS ON USB FREQUENCIES 5710 KHZ 0200-1200Z, 6683 KHZ 0000-1400Z, 8993/11176 KHZ 24 HOURS DAILY, 15015 KHZ 1200-0200Z, 18019 KHZ 1400-2400. WHEN OPERATING WITHIN THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ENROUTE IFR AIRCRAFT ARE REQUIRED TO MAINTAIN DIRECT PILOT/CONTROLLER COMMUNICATIONS UTILIZING 128.5 OR 352.0 MHZ, ALTERNATES 120.3 OR 317.7 MHZ. ALL AIRCRAFT OPERATING WITHIN THE PANAMA CTA/FIR EQUIPPED WITH FUNCTIONING TRANSPONDER SHOULD SET TRANSPONDERS TO REPLY ON THE FOLLOWING MODES/CODES IN ACCORDANCE WITH TYPE OF FLIGHT PLAN AND ALTITUDE STRATUM. IFR AIRCRAFT BELOW FLIGHT LEVEL 200 MODE A/3 CODE 1100. AT AND ABOVE FLIGHT LEVEL 200 MODE A/3 CODE 2100. VFR AIRCRAFT, MODE A/3 CODE 1200. OTHER TRANSPONDERS REPLIES WILL BE ASSIGNED BY PANAMA ACC AS NECESSARY. (FAA)

THAILAND

BANGKOK INTERNATIONAL AIRPORT - PEAK HOURS: DUE TO CRITICAL AIR TRAFFIC SATURATION AT BANGKOK INTERNATIONAL AIRPORT, WITH IMMEDIATE EFFECT, PEAK HOURS AT BANGKOK INTERNATIONAL AIRPORT ARE FROM 0200 TO 0530Z, 1000 TO 1300Z AND FROM 1500 TO 1700Z. ALL FOREIGN INTERNATIONAL NONSCHEDULED AIRCRAFT SHOULD AVOID TO LAND WITH TRAFFIC PURPOSE AT BANGKOK INTERNATIONAL AIRPORT DURING THE DECLARED PEAK HOURS. RESTRICTION DURING PEAK HOURS FROM 1500 TO 1700Z SHALL BE STRICTLY IMPOSED ON NONSCHEDULED B-747 TO LAND WITH ANY PURPOSES. (AIC 1/81)

ZAMBIA

LUSAKA FIR NON-SCHEDULED FLIGHTS: THE ZAMBIAN AIRSPACE IS NOW OPEN TO ALL NONSCHEDULED FLIGHTS EXCEPT WESTERN PROVINCE. THOSE OPERATORS WISHING TO OPERATE INTO OR OVERFLY WESTERN PROVINCE OF ZAMBIA MUST APPLY TO THE COMMANDER ZAMBIA NATIONAL DEFENSE FORCES GIVING 10 DAYS PRIOR NOTICE AND APPROVAL MUST BE RECEIVED BY THE APPLICANT BEFORE FLIGHT IS UNDERTAKEN.

THE APPLICATION MUST INCLUDE THE FOLLOWING:

A. PILOTS NAME;
B. OPERATORS NAME AND ADDRESS;
C. TYPE OF AIRCRAFT AND REGISTRATION;
D. ROUTE OR AREA OF OPERATION; AND
E. PURPOSE OF FLIGHT DATES, TIMINGS, ETC.

ALL APPLICATIONS ARE DIRECTED TO THE COMMANDER Z.N.D. FORCES. (II 5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

CANARY ISLANDS

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, BECAUSE OF INCIDENTS IN THE WESTERN SAHARA REGION ON JANUARY 31 AND FEBRUARY 21, 1985, RESULTING IN AIRCRAFT DOWNINGS WHICH WERE MOST LIKELY CAUSED BY SURFACE TO AIR MISSLE FIRINGS, IT IS STRONGLY RECOMMENDED THAT FLIGHTS MAINTAIN A MINIMUM ALTITUDE OF 20,000 FEET IN THAT AREA OF THE CARARYS FLIGHT INFORMATION REGION (FIR) OVER THE LAND MASS OF THE WESTERN SAHARA SOUTH OF 26 DEGREES NORTH LATITUDE AND FOR A DISTANCE OF FIVE NAUTICAL MILES OUT TO SEA PARALLEL TO THE SAHANAR COAST. FOR FLIGHTS OPERATING TO OR FROM DAKHLA (EX VILLA CISNEROS) - 20 DEGREES, FIFTY-FOUR MINUTES NORTH LATITUDE; 17 DEGREES 4 MINUTES WEST LONGITUDE, RECOMMEND ALL DESCENTS BE MADE FROM SEAWARD AND CLIMB TO SEAWARD UNTIL PASSING 20,000 FEET OR UNTIL PASSING MORE THAN FIVE NAUTICAL MILES FROM THE COAST. (DOS 086863 3/85)

CHAD

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, ALL AIRCRAFT ARE FORBIDDEN FLIGHT IN CERTAIN CHADIAN SKIES SO AS TO AVOID MILITARY INTERCEPTION OR WORSE. THE AFFECTED AIRSPACE IS DESCRIBED AS THAT NORTH OF THE LINE CONNECTING COORDINATE 12 DEGREES 37'N, 16 DEGREES 16'E AND COORDINATE 13 DEGREES 43'N, 22 DEGREES 07'E.

THE ORDINANCE DELIMITS THE AFFECTED AIRSPACE AS FOLLOWS:

A. TO THE WESTERN, NORTHERN, AND EASTERN FRONTIER OF CHAD BETWEEN 10 DEGREES 48'N, 15 DEGREES 05'E AND 13 DEGREES 43'N, 22 DEGREES 07'E.

B. TO THE SOUTH, 80 NM ARC CENTERED ON FL VOR DELIMITED BY THE COORDINATES 10 DEGREES 48'N, 15 DEGREES 05'E AND 12 DEGREES 37'N, 16 DEGREES 16'E.

C. STRAIGHT LINE CONNECTING COORDINATES 12 DEGREES 37'N, 16 DEGREES 16'E AND 13 DEGREES 43'N, 22 DEGREES 07'E.

AIRCRAFT APPROACHING NDJAMENA THROUGH THE RESTRICTED AIRSPACE MUST OBTAIN ADVANCE CLEARANCE BY CONTACTING AUTHORIES IN NDJAMENA ON EITHER OF THE FOLLOWING FREQUENCIES: 119.7 MHZ OR 118.1 MHZ. (DOS 1196 3/86)

COLOMBIA

THE GOVERNMENT OF COLOMBIA HAS A RESTRICTED AIR TRAFFIC ZONE OVER MOST OF THE SANTA MARTA MOUNTAINS, ALL OF THE STATE OF GUAJIRA, AND ALL TERRITORIAL WATERS NORTH OF THESE AREAS (12NM FROM THE COAST LINE). THE ZONE EXTENDS TO AN ALTITUDE OF 7,000 FEET, EXCEPT OVER THE MOUNTAINS, WHERE IT EXTENDS TO 20,000 FEET. PILOTS FORCED TO ENTER THIS REGION SHOULD NOTIFY COLOMBIAN CIVIL AVIATION AUTHORITIES IN ADVANCE AND BE PREPARED TO PROPERLY IDENTIFY THEMSELVES, THEIR AIRCRAFT, AND BE ABLE TO JUSTIFY A FORCED LANDING. IT IS MANDATORY THAT ANY PILOT TRANSITTING THIS AREA HAVE PERMISSION AND FLIGHT PLAN ON FILE AT LEAST 24 HOURS IN ADVANCE OF ENTERING COLOMBIAN AIRSPACE. (DOS 5/83)

NICARAGUA

THE GOVERNMENT OF NICARAGUA IS TIGHTENING ITS REGULATIONS REGARDING COMMERCIAL, PRIVATE AND MILITARY FLIGHTS INTO THEIR COUNTRY. PILOTS PLANNING FLIGHTS TO NICARAGUA SHOULD ASSURE THAT ENTRY, OVERFLIGHT AND LANDING AUTHORIZATION HAVE BEEN OBTAINED FROM THE APPROPRIATE AVIATION AUTHORITY PRIOR TO DEPARTURE AND THAT WHEN OPERATING WITHIN THEIR AIRSPACE STRICTLY COMPLY WITH THOSE REGULATIONS RELATING TO THE FLIGHT AND MANEUVER OF THE AIRCRAFT. (DOS 6/81)

THE GOVERNMENT OF NICARAGUA HAS IMPOSED A 10 MILE WIDE CORRIDOR. AIRWAY B4 HAS BEEN COMBINED WITH A1 AND RUNS APOPA-ANAPO-ARLEN (1158N-8658W)-MGA. ARIEN IS AT A BEARING OF 346 DEGREES FROM MANAGUA. AIR TRAFFIC ENTERING OR EXITING COSTA RICA VIA NICARAGUA MUST FLY OVER LOS CHILES IN NORTHERNMOST COSTA RICA. THE CORRIDOR IS CONNECTED TO MANAGUA. (DOS 5/23/84)

PANAMA

THE PANAMANIA DIRECTORATE OF CIVIL AVIATION (DAC) HAS CHANGED THE LANDING REQUIREMENTS FOR GENERAL AVIATION AIRCRAFT LANDING IN PANAMA. DUE TO DRUG TRAFFICKERS WHO MAY BE USING PANAMA TO FERRY ILLEGAL DRUGS TO THE UNITED STATES, PRIOR PERMISSION MUST BE OBTAINED FOR ALL PRIVATE AIRCRAFT LANDING IN PANAMA. (DOS 7/85)

WEST INDIES - ASSOCIATED STATES

TURKS AND CAICOS ISLANDS: CHARTER, COMMERCIAL AND FREIGHT AIRCRAFT REQUIRE 24 HOURS PRIOR PERMISSION TO LAND. ADDRESS TO: TELEX: 8227, CHIEFMIN TO. (FAA)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

GENERAL

COORDINATED UNIVERSAL TIME (UTC)

INTERNATIONAL DATE/TIME GROUP CHANGE. EFFECTIVE 0001 UTC DECEMBER 19, 1985, THE UNITED STATES WILL ADOPT PROVISIONS CONTAINED IN ICAD AERONAUTICAL INFORMATION SERVICES (AIS) ANNEX 15 AMENDMENT 25 PERTAINING TO DATE/TIME GROUPS ON ALL INTERNATIONAL CLASS I NOTAM(S).

EXAMPLE:

PRESENTLY..........B) 13021900 C) 15022300

13 = DAY 02 = MONTH 19 = HOUR 00 = MINUTES

WILL BE CHANGED TO READ.......B) 02131900 C) 02152300

02 = MONTH 13 = DAY 19 = HOUR 00 = MINUTES

(A0056/85 KFDC)

NORTH ATLANTIC

POSITION REPORTING PROCEDURE

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION:

1. THE FOLLOWING REVISED POSITION REPORTING PROCEDURE REQUIRING THE INCLUSION OF AN ADDITIONAL ITEM (ITEM H) IN THE POSITION REPORT, WILL BE IMPLEMENTED ON A TRIAL BASIS BY GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK OACS, IN ORDER TO PROVIDE FOR EARLIEST POSSIBLE DETECTION OF MISUNDERSTANDINGS REGARDING THE ROUTE TO BE FOLLOWED BY AIRCRAFT IN THE NAT REGION AND ADJACENT TRANSITION AREAS.
2. EFFECTIVE 0900 GMT ON 20 NOVEMBER 1979, AIRCRAFT ENTERING, OPERATING WITHIN, OR LEAVING THE OCEANIC CONTROL AREAS OF GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK WILL TRANSMIT THE FOLLOWING ELEMENTS OF INFORMATION IN POSITION REPORTS TO THE APPROPRIATE OCEANIC CONTROL CENTRE:

   A. THE WORD "POSITION";
   B. AIRCRAFT IDENTIFICATION;
   C. PRESENT POSITION;
   D. TIME OVER PRESENT POSITION (HOURS AND MINUTES);
   E. PRESENT FLIGHT LEVEL;
   F. ESTIMATED POSITION ON ASSIGNED ROUTE;
   G. TIME FOR ESTIMATED POSITION (HOURS AND MINUTES);
   H. NEXT POSITION ON ASSIGNED ROUTE;
   I. ANY FURTHER INFORMATION, D.C., AIREP DATA OR COMPANY MESSAGE.

SPOKEN EXAMPLE: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

WRITTEN EXAMPLE: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: IN VIEW OF THE CURRENT ENERGY SITUATION, THE FOLLOWING POINTS ARE BROUGHT TO THE ATTENTION OF NAT PILOTS WITH A VIEW TO ENSURING THAT EACH AIRCRAFT IS OPERATED AS CLOSE AS POSSIBLE TO ITS OPTIMUM FLIGHT LEVEL AND MACH NUMBER.

1. PILOTS SHOULD REQUEST A CHANGE OF FLIGHT LEVEL OR MACH NUMBER WHENEVER THIS WOULD IMPROVE THE OPERATING EFFICIENCY OF THE AIRCRAFT. REFUSALS, DUE TO OTHER TRAFFIC, SHOULD NOT DETER PILOTS FROM CONTINUING TO MAKE SUCH REQUESTS.
2. WHEN CIRCUMSTANCES RENDER THIS FEASIBLE, CONTROLLERS WILL ASK ANOTHER AIRCRAFT TO ACCEPT A HIGHER FLIGHT LEVEL OR CHANGE OF MACH NUMBER IN ORDER TO FACILITATE CLEARANCES FOR AIRCRAFT WHICH WOULD OTHERWISE EXPERIENCE A SIGNIFICANT PENALTY. IN AGREEING TO SUCH A REQUEST, PILOTS WILL CONTRIBUTE TO THE OVERALL ECONOMY IN FUEL USED.
3. WHERE POSSIBLE, PILOTS SHOULD GIVE ADVANCE WARNING OF A REQUEST; E.G., IF A WESTBOUND FLIGHT WISHES TO CLIMB AT 30° W, IT WILL ASSIST THE CONTROLLER IF THE REQUEST IS MADE WITH THE 30° W POSITION REPORT.

SPECIAL NOTICE - WEATHER REPORTING IN NORTH ATLANTIC

EFFECTIVE SEPTEMBER 1, 1983 AN INCREASED WEATHER REPORTING REQUIREMENT FOR TRANS-ATLANTIC FLIGHTS WILL BE INTRODUCED ON A TRIAL BASIS. THE PURPOSE OF THE TRIAL IS TO ESTABLISH THE PRACTICALITY OF IMPROVING THE ACCURACY OF METEOROLOGICAL FORECASTS BY MEANS OF ENHANCED AIRCRAFT REPORTS.

THE AIRCRAFT OBSERVATIONS AND REPORTS REQUIRED FOR THE TRIAL PERIOD ARE:

ALL AIRCRAFT FLYING IN THE GANDER OCEANIC, SHANWICK OCEANIC, NEW YORK OCEANIC, AND SANTA MARIA OCEANIC FLIGHT INFORMATION REGIONS BETWEEN NORTH AMERICA AND EUROPE, IN EITHER DIRECTION, SHALL MAKE, RECORD, AND REPORT ROUTINE METEOROLOGICAL OBSERVATIONS AT EACH DESIGNATED REPORTING POINT AND AT THE INTERMEDIATE MID-POINT BETWEEN SUCH REPORTING POINTS, EXCEPT THAT:

1.) THE MID-POINT OBSERVATION SHALL NOT BE THE SUBJECT OF A SPECIAL REPORT, BUT WILL BE RETAINED FOR TRANSMISSION AT THE NEXT DESIGNATED REPORTING POINT, AND
2.) AIRCRAFT CLEARED ON AN ORGANIZED TRACK SHALL BE REQUIRED TO MAKE, RECORD, AND REPORT ROUTINE OBSERVATIONS ONLY WHEN SO DESIGNATED AT THE TIME OF RECEIVING THEIR OCEANIC CLEARANCE.

THE FORMAT TO BE USED FOR REPORTING THE ADDITIONAL OBSERVATIONS SHALL BE BY REFERENCE TO THE LATITUDE (DEGREES AND MINUTES) AND LONGITUDE (DEGREES ONLY) OF THE INTERMEDIATE MID-POINT. EXAMPLE:

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POS TW 760 62N 040W   0815
F410 61N 030W 0848 60N 020W  NEXT MS56
220/55  6230N 045W  MS 60 270/80
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THE PERIOD OF THE TRIAL IS NOT FIXED. IN THE EVENT THAT PROBLEMS OF FREQUENCY CONGESTION, ETC., ARISE, THE TRIAL WOULD BE CURTAILED. ALTERNATELY, SUCCESSFUL OPERATION WILL ENABLE THE TRAIL PROCEDURES TO BE ADOPTED ON A PERMANENT BASIS.

SPECIAL NOTICE - NEW YORK VOLMET

NEW YORK VOLMET FREQUENCY 13270 KHZ BROADCASTS FROM 1 HOUR BEFORE SUNRISE TO 1 HOUR AFTER SUNSET. FREQUENCY 3485 KHZ BROADCASTS FROM 1 HOUR AFTER SUNSET TO 1 HOUR BEFORE SUNRISE. THE NEW YORK VOLMET CONTINUES ITS 24 HOUR-A-DAY BROADCAST ON FREQUENCIES 6604 KHZ AND 10051 KHZ. (FAA)

ATLANTIC AREA LORAN-C INFO: THE CURRENT OPERATIONAL STATUS OF ALL ATLANTIC AREA LORAN-C STATIONS IS AVAILABLE FROM THE FIVE COORDINATOR'S OF CHAIN OPERATIONS (COCO'S). THE COCO MONITORS THE DAY-TO-DAY OPERATIONS OF THE LORAN-C CHAIN AND PROVIDES INFORMATION WITH A RECORDED TELEPHONE ANNOUNCEMENT OR RESPONDS TO QUERIES DIRECTED TO THE COCO PERSONALLY. PERTINENT TELEPHONE NUMBERS FOLLOW:

A. COCO GREAT LAKES (8970) AND NORTHEAST (9960) CHAINS IS LOCATED AT LORAN STATION SENECA, N.Y. RECORDED ANNOUNCEMENT: (607) 869-5395. COCO: (607) 869-1394, FTS 857-5394.

B. COCO CANADIAN EASTCOAST (5930) AND LABRADOR SEA (7930) CHAINS IS LOCATED AT LORAN MONITOR STATION ST. ANTHONY NFLD CANADA. RECORDED ANNOUNCEMENT: (709) 454-3261. COCO: (709) 454-2392.

C. COCO SOUTHEAST (7980) CHAIN IS LOCATED AT LORAN STATION MALONE.

D. IF ADDITIONAL INFORMATION IS REQUIRED AFTER CONTACTING COCO'S, CONTACT THE CHAIN MANAGER AT GOVERNORS ISLAND, N.Y.: (212) 668-7880 OR FTS 664-7880.

E. SCHEDULED LORAN-C OFF-AIR TIMES ARE PUBLISHED BY NOTIFICATIONS OR ANNOUNCEMENTS IN LOCAL NOTICE TO MARINERS, CANADIAN COAST GRUAD NOTICES TO SHIPPING (NOTSHIP'S), AND ON THE PRERECORDED SERVICE FOR THE PERTINENT CHAIN. IN MANY CASES, SCHEDULED OUTAGES ARE PRECEEDED BY A COAST GUARD MARINE RADIO BROADCAST IN THE AREA WHERE THE COVERAGE WILL BE AFFECTED.

F. FOR BETTER SERVICE OF ANY REQUEST FOR OPERATIONS DATA (E.G., TO CHECK ON A SUSPECTED LORAN-C SYSTEM ABNORMALITY), PLEASE SUPPLY THE RATE AND DATE/TIME OF THE EVENT YOU WISH TO REPORT. THIS WILL ENABLE COORDINATOR OF CHAIN OPERATIONS TO QUICKLY CHECK THE RECORDS FOR THE PERIOD IN QUESTION AND GIVE A MORE EXACT ANSWER.

1. PACIFIC AREA LORAN-C INFO: INFORMATION CONCERNING CENTRAL PACIFIC (4990), CANADIAN WEST COAST (5990), NORTHWEST PACIFIC (9970), AND NORTH PACIFIC (9990) CHAINS MAY BE OBTAINED FROM THE REGIONAL MANAGER IN SAN FRANCISCO, CA AT (415) 437-3224.

2. EUROPEAN LORAN-C INFO: INFORMATIN CONCERNING THE ICELANDIC (9980), NORWEGIAN SEA (7970), AND THE MEDITERREANEAN SEA (7990) CHAINS MAY BE OBTAINED FROM THE CHAIN MANAGER AT U.S. COAST GUARD ACTIVITIES EUROPE, LONDON, UK AT 011-44-1-409-4758.

3. OMEGA: SUMMARY STATUS AND PROPAGATION ANOMALY NOTIFICATIONS ARE BROADCAST FROM WWV, FORT COLLINS, CO AT 16 MINUTES AFTER EACH HOUR. OTHER INFORMATION SOURCES ARE LISTED BELOW:

A. COAST GUARD ONSOD, WASHINGTON, D.C. (RECORDED ANNOUNCEMENT): (202) 245-0298 OR FTS 245-0298.

B. U.S. NAVAL OBSERVATORY (USNO) (AUTOMATED DATA SERVICE): (202) 653-1079 OR FTS 653-1079. FULL DUPLEX, EVEN PARITY 300 OR 1200 BAUD, ASCII.

C. IF ADDITIONAL INFORMATION IS REQUIRED, CONTACT THE OMEGA WATCHSTANDER AT ONSOD WASHINGTON, D.C.: (202) 243-0228 OR FTS 245-0228.

CARIBBEAN

SPECIAL NOTICE - CARIBBEAN

ROCK SOUND BAHAMAS RADIO BEACON (RSD) AND HAVANA CUBA RADIO BEACON (UMA) BOTH OPERATE ON FREQUENCY 348KHZ. BE ALERT FOR POSSIBLE INTERFERENCE. (FAA)

THE U.S. DEPARTMENT OF TRANSPORTATION WILL BE FLYING A LARGE WEATHER BALLOON OF 90 FEET IN LENGTH AT HEIGHTS UP TO 2500 FEET AT VARIOUS LOCATIONS IN THE CARIBBEAN, GULF OF MEXICO, AND FLORIDA WATERS. THIS BALLOON WILL BE TETHERED TO A SHIP; AIRMEN ARE ADVISED TO STAY CLEAR OF THE TETHER AS WELL AS THE BALLOON. THE BALLOON WILL USUALLY BE SEVERAL MILES AT SEA EXCEPT WHEN IT IS IN TRANSIT TO TEST SITES OR PULLING INTO DOCK, AT WHICH TIMES, THE BALLOON WILL BE FLOWN AT HEIGHTS FROM 150 TO 500 FEET. LOCAL CONTROL TOWERS WILL BE NOTIFIED BY THE COAST GUARD IN THE EVENT OF BALLOON FLIGHTS NEAR THEIR AIRPORTS. THE BALLOON AND TETHER WILL BE WELL MARKED BY STROBE LIGHTS AND FLAGS TO ASSURE VISIBILITY. (MIAMI FSS 6/29/84)

U.S. OVERLAND/OCEANIC NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. TEN MINUTES LONGITUDINAL SEPARATION MAY BE APPLIED BETWEEN TURBOJET AIRCRAFT TRANSITING ATS ROUTE G431 BETWEEN THE NEW YORK, MIAMI AND SAN JUAN OCEANIC CONTROL AREAS AND ALSO ON ATS ROUTES A25, A300 G432, AND A23 BETWEEN THE NEW YORK AND SAN JUAN OCEANIC CONTROL AREAS. THE USE OF 10 MINUTES LONGITUDINAL SEPARATION IS AUTHORIZED WITH ADHERENCE TO THE CRITERIA CONTAINED IN ATTACHMENT H TO ICAO DOC. 4444-RAC/501/10, PANSRAC, AND THE REGIONAL SUPPLEMENTARY PROCEDURES. SPECIFICALLY, 10 MINUTES LONGITUDINAL SEPARATION MAY BE USED BETWEEN TURBOJET AIRCRAFT FLYING AT THE SAME ALTITUDE/FLIGHT LEVEL PROVIDING THE FOLLOWING CONDITIONS ARE MET:

1. THE AIRCRAFT CONCERNED HAVE REPORTED OVER THE SAME ENTRY POINT INTO OCEANIC CONTROL AIRSPACE AND WILL FLY THE SAME TRACK OR CONTINUOUSLY DIVERGING TRACKS.
2. THE PRECEDING AIRCRAFT IS MAINTAINING A SPEED OF AT LEAST MACH 0.03 GREATER THAN THAT OF THE FOLLOWING AIRCRAFT. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: FLIGHTS IN OCEANIC AIRSPACE MUST BE CONDUCTED UNDER INSTRUMENT FLIGHT RULES (IFR) PROCEDURES WHEN OPERATING:

A. BETWEEN SUNSET AND SUNRISE;

B. AT OR ABOVE FLIGHT LEVEL (FL) 60 WHEN OPERATING WITHIN THE NEW YORK, OAKLAND, ANCHORAGE AND HONOLULU FLIGHT INFORMATION REGIONS (FIRS); OR

C. ABOVE FL 180 WHEN OPERATING WITHIN THE MIAMI AND HOUSTON FIRS AND IN THE SAN JUAN CONTROL AREA.

FLIGHTS BETWEEN THE EAST COAST OF THE U.S. AND BERMUDA OR CARIBBEAN TERMINALS AND TRANSVERSING THE NEW YORK FIR AT OR ABOVE 5,500 FT. MSL SHOULD BE ESPECIALLY AWARE OF THIS REQUIREMENT. (FAA)

SPECIAL NOTICE: IF THE PILOT OF AN AIRCRAFT OPERATING IN INTERNATIONAL AIRSPACE UNDER U.S. JURISDICTION AND EQUIPPED WITH A CODED RADAR BEACON TRANSPONDER EXPERIENCES A LOSS OF TWO-WAY RADIO CAPABILITY, HE SHOULD:

A. ADJUST HIS TRANSPONDER TO REPLY ON MODE A/3, CODE 7700 FOR A PERIOD OF 1 (ONE) MINUTE;

B. THEN CHANGE TO CODE 7600 AND REMAIN ON 7600 FOR A PERIOD OF 15 MINUTES OR THE REMAINDER OF THE FLIGHT WHICHEVER OCCURS FIRST;

C. REPEAT STEPS A. AND B., AS PRACTICABLE.

THE PILOT SHOULD UNDERSTAND THAT HE MAY NOT BE IN AN AREA OF RADAR COVERAGE. MANY RADAR FACILITIES ARE ALSO NOT PRESENTLY EQUIPPED TO AUTOMATICALLY DISPLAY CODE 7600 AND WILL INTERROGATE 7600 ONLY WHEN THE AIRCRAFT IS UNDER DIRECT RADAR CONTROL AT THE TIME OF RADIO FAILURE. HOWEVER, REPLYING ON 7700 FIRST INCREASES THE PROBABILITY OF EARLY DETECTION OF A RADIO FAILURE CONDITION. (FAA)

SPECIAL NOTICE--INSTRUCTIONS FOR USING FAA FORM 7233-4. INTERNATIONAL FLIGHT PLAN FORM: AMENDMENT 6 (APPLICABLE NOVEMBER 21, 1985) TO ICAO DOC 4444 SPECIFIES SEVERAL CHANGES IN ICAO INTERNATIONAL FLIGHT PLAN FORMAT. FAA WILL ACCEPT THE NEW ICAO FORMAT, EXCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS. THEREFORE, TO COMPLY AS CLOSELY AS POSSIBLE WITH AMENDMENT 6, THE FOLLOWING ADDITIONAL PROCEDURES WILL APPLY BEGINNING NOVEMBER 21 WHEN USING FAA FORM 7233-4:

1. FAA FORM 7233-4, ITEM 13 HAS A SPACE FOR FIR BOUNDARIES AND ESTIMATED TIMES. FAA REQUIRES FILED FIR BOUNDARIES AND ESTIMATED TIMES. HOWEVER, PUT THAT INFORMATION IN ITEM 18. OTHER INFORMATION, AS SPECIFIED IN ICAO FORMAT.

2. CONCERNING FAA FORM 7233-4, ITEM 15, THE U.S. AIR TRAFFIC SERVICE DOES NOT ACCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS.

3. IN ITEM 17, IN THE SECTION LABELED ETA, INSTEAD PUT TOTAL ESTIMATED ELAPSED TIME (TOTAL EET).

THE PRESENT SUPPLY OF FAA FORM 7233-4 WILL BE USED UNTIL EXHAUSTED AND REPLACED BY A NEW REVISED FAA INTERNATIONAL FLIGHT PLAN FORM.

THIS IS TO REMIND PILOTS OF THE NEED TO CONTINUOUSLY GUARD THE VHF EMERGENCY FREQUENCY 121.5 MHZ WHEN ON LONG OVER-WATER FLIGHTS, EXCEPT WHEN COMMUNICATIONS ON OTHER VHF CHANNELS, EQUIPMENT LIMITATIONS OR COCKPIT DUTIES PREVENT SIMULTANEOUS GUARDING OF TWO CHANNELS. GUARDING OF 121.5 MHZ IS PARTICULARLY CRITICAL WHEN OPERATING IN PROXIMITY TO FLIGHT INFORMATION REGION (FIR) BOUNDARIES, FOR EXAMPLE, OPERATIONS ON ATS ROUTE R220 BETWEEN ANCHORAGE AND TOKYO, SINCE IT SERVES TO FACILITATE COMMUNICATIONS WITH REGARD TO AIRCRAFT WHICH MAY EXPERIENCE IN-FLIGHT EMERGENCIES, COMMUNICATIONS, OR NAVIGATIONAL DIFFICULTIES. (REFERENCE ICAO ANNEX 10, VOL II, PARAS 5.2.2.1.1.1 AND 5.2.2.1.1.2.) (FAA 3/86)

ANCHORAGE CTA/FIR

SPECIAL NOTICE -- NAVIGATION WARNING: U.S. AIRCRAFT FLYING BETWEEN ALASKA AND JAPAN ARE CAUTIONED OF THE ABSOLUTE NECESSITY OF REMAINING OVER INTERNATIONAL WATERS AT ALL TIMES IN ORDER TO AVOID DANGEROUS CONSEQUENCES WHICH COULD RESULT FROM UNAUTHORIZED OVERFLIGHT OF SOVIET TERRITORY. RECOGNITION THAT MANY FLIGHT TRACKS ON THIS ROUTE PROVIDE MINIMUM SEPARATION FROM SOVIET AIRSPACE FURTHER EMPHASIZES THE NEED FOR ALL PILOTS TO USE ALL EXISTING NAVIGATIONAL CAPABILITY. THE FAA THEREFORE RECOMMENDS THAT ALL PILOTS FLYING BETWEEN ALASKA AND JAPAN TAKE UTMOST PRECAUTIONS TO AVOID FLYING OVER SOVIET TERRITORY. PILOTS AND OPERATORS OF SMALL AIRCRAFT PERFORMING BEAR HUNTING FLIGHTS OR OTHER TYPES OF FLIGHT IN THE BERING STRAIT AREA ARE ALSO URGED TO TAKE UTMOST PRECAUTION TO AVOID ANY OPERATION IN USSR AIRSPACE.(FAA)

SPECIAL NOTICE - TO CLARIFY ENROUTE COMMUNICATIONS PROCEDURES AND DOCUMENT THOSE NOW GENERALLY EMPLOYED IN SUPPORT OF FLIGHT OPERATIONS IN THE ANCHORAGE ARCTIC CTA/FIR BEYOND LINE OF SIGHT RANGE OF REMOTE CONTROL VHF AIR/GROUND FACILITIES OPERATED FROM THE ANCHORAGE ACC. FLIGHT CREWS OPERATING AIRCRAFT IN THAT AIRSPACE UNDER THOSE CIRCUMSTANCES ARE EXPECTED TO MAINTAIN COMMUNICATIONS WITH CAMBRIDGE BAY RADIO AND A LISTENING OR SELCAL WATCH ON HF FREQUENCIES OF NORTH ATLANTIC DELTA NAT D NETWORK, VIZ. 2971, 4675, 8891, 11279 KHZ. CAMBRIDGE BAY RADIO WILL ACCOMPLISH NECESSARY RELAY BETWEEN ENROUTE AIRCRAFT AND THE ANCHORAGE CENTER. ADDITIONALLY AND IN VIEW OF REPORTED MARGINAL RECEPTION OF HONOLULU PACIFIC VOLMET BROADCAST IN THAT AND ADJACENT CANADIAN AIRSPACE, CAMBRIDGE BAY RADIO CAN PROVIDE ANCHORAGE AND FAIRBANKS SURFACE OBSERVATIONS AND TERMINAL FORECASTS TO FLIGHT CREWS ON REQUEST. (FAA)

ARCTIC CONTROL AREA TRACK

EFFECTIVE 0901 UTC MAY 8, 1986, ARTIC CONTROL AREA TRACKS ARE AMENDED TO READ AS FOLLOWS:

TRACK OSCAR:

ANC VOR (61 09.1N 150 12.3W) - TKA VOR (62 18.0N 150 06.2W) - 70 00.0N 151.00.0W - 80 00.0N 141 00.0W (COMPULSORY REP) - 85 40 ON 115 00.0W (COMPULSORY REP) - 87 00.0N 60 00.0W (COMPULSORY REP).

TRACK PAPA:

ENN VORTAC (64 35.4N 149 04.2W) 70 00.0N 146 00.0W - 74 56.8N 141 00.0W (COMPULSORY REP) - 83 00.5N 115 00.0W (COMPULSORY REP) - 85 00.0N 60 00.0W (COMPULSORY REP).

TRACK QUEBEC: FAI VORTAC (64 48.0N 148 00.6W) - 70 00.0N 143 00.0W - 71 33.7N 141 00.0W (COMPULSORY REP) - 80 17.1N 115 00.0W (COMPULSORY REP) - LT NDB (82 31.6N 62 12.1W) (COMPULSORY REP) -

TRACKS ROMEO AND SIERRA REMAIN UNCHANGED. (FAA 3/86)

MIAMI CTA/FIR

MIAMI ARTCC: AIRCRAFT ON IFR FLIGHT PLANS ENTERING THE MIAMI CTA/FIR AT FL 240 AND ABOVE FROM THE HAVANA CTA/FIR ARE REQUESTED TO ESTABLISH COMMUNICATIONS WITH MIAMI CENTER AT LEAST 10 MINUTES PRIOR .TO THE BOUNDARY ON THE FOLLOWING FREQUENCIES: B646, G448--132.2 VHF AND 306.9 UHF; A301, G437 AND R628--128.75 VHF AND 270.3 UHF. AIRCRAFT ON IFR FLIGHT PLAN ENTERING MIAMI CTA/FIR FROM PORT 'AU' PRINCE OR SANTO DOMINGO CTA/FIR CONTACT MIAMI ARTC CENTER ON 132.3/307.2 AT LEAST TEN (10) MINUTES PRIOR TO REACHING MIAMI CTA/FIR BOUNDARY FOR ATC CLEARANCE. (FAA)

SPECIAL NOTICE - MIAMI OCEANIC CTA. EFFECTIVE IMMEDIATELY, AIR TRAFFIC PROPOSING OPERATION IN THE MIAMI OCEANIC CTA EAST OF 80 DEGREES WEST AND SOUTH OF 30 DEGREES NORTH, AT AND ABOVE FL240 BETWEEN 1200Z AND 0000Z, SHOULD EXPECT ROUTING VIA ESTABLISHED AIRWAYS OR APPROVED PART 95 ROUTES.

ALSO, DURING THE SAME PERIOD, A555 BETWEEN ZBB NDB AND GT NDB, AT AND ABOVE FL240, WILL BE RESERVED FOR NORTHWEST BOUND TRAFFIC ONLY.

AIRCRAFT PROPOSING FLIGHT SOUTHEASTWARD ON THAT PORTION OF A555, AT OR ABOVE FL240, CAN EXPECT ROUTING VIA ZBV, BR55V, COBBL, BR1L GT.

THIS ROUTING WILL BE REFERRED TO AS THE MISAN ROUTE. DURING THE PERIOD 1200Z TO 0000Z, THAT PORTION OF BR1L COMPRISING THE MISAN ROUTE WILL BE RESERVED FOR SOUTHEAST BOUND TRAFFIC ONLY. (FAA 1/85)

SPECIAL NOTICE - MIAMI OCEANIC CTA MIAMI ARTCC IS UTILIZING A SECONDARY RADAR SYSTEM FROM AN ANTENNA LOCATED ON THE ISLAND OF GRAND TURK BRITISH WEST INDIES. IFR AIRCRAFT WITHIN 200 NAUTICAL MILES OF THE ANTENNA ABOVE FL240 CAN EXPECT RADAR SEPARATION FROM OTHER IFR AIRCRAFT. RADAR SEPARATION WILL BE UTILIZED BELOW FL240 FOR THOSE PARTICIPATING AIRCRAFT WITHIN THE ANTENNA COVERAGE. THERE IS NO PRIMARY RADAR DATA OR WEATHER INFORMATION AVAILABLE FROM THIS SYSTEM. SOME OVERLAP BETWEEN THIS ANTENNA AND THE PICO DEL ESTE, PUERTO RICO ANTENNA IS AVAILABLE AT AND ABOVE FL240. OVERLAPPING COVERAGE WEST OF GRAND TURK IS NOT YET AVAILABLE. SINCE RADAR SEPARATION IS DEPENDENT UPON THE RECEIPT OF A TRANSPONDER RETURN, ALL AIRCRAFT WITHIN THE 200 NM COVERAGE OF THE SYSTEM ARE REQUIRED TO UTILIZE TRANSPONDER CODES AS ASSIGNED BY ATC OR THE APPROPRIATE STRATUM CODE. AIRCRAFT DEPARTING AND OVERFLYING THE SANTO DOMINGO AND PORT AU PRINCE FIRS CAN EXPECT ATC ASSIGNED CODES FROM THOSE AGENCIES. INITIAL CALL UP TO MIAMI CENTER PRIOR TO CROSSING THE CTA/FIR BOUNDARY WILL PERMIT EARLY RADAR IDENTIFICATION AND IS NECESSARY. RADAR FLIGHT FOLLOWING OF VFR AIRCRAFT WILL BE AVAILABLE ON A WORKLOAD PERMITTING BASIS. THE PRIMARY ATC FREQUENCY IS 132.3 AND 307.2. MIAMI CENTER IS COMMISSIONING A SECOND FREQUENCY PAIR 135.3 AND 327.0 FOR FUTURE USE. (FAA 92/85)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: THE ATTENTION OF PILOTS PLANNING FLIGHTS WITH THE NEW YORK OCEANIC FLIGHT INFORMATION REGION IS DIRECTED TO THE COMMUNICATION AND POSITION REPORTING REQUIREMENTS SPECIFIED IN THE FOLLOWING ICAO DOCUMENTS: ANNEX 2, PARAGRAPH 3.5.9; ANNEX 11, PARAGRAPH 6.1.2; PANS-RAC 4444, PART 11, PARAGRAPH 13, AND DOC 7030, PARAGRAPHS 4 AND 6. THE COMMUNICATIONS REQUIREMENTS FOR IFR FLIGHTS WITHIN THE NEW YORK OCEANIC CONTROL AREA ARE:

1. FUNCTIONING TWO-WAY RADIO COMMUNICATIONS EQUIPMENT CAPABLE OF COMMUNICATING WITH AT LEAST ONE APPROPRIATE GROUND STATION FROM ANY POINT ON THE ROUTE.
2. MAINTAIN A CONTINUOUS LISTENING WATCH ON THE APPROPRIATE RADIO FREQUENCY.
3. REPORT POSITIONS IN SPECIFIED CIRCUMSTANCES.

NOTE: HF COMMUNICATION IS REQUIRED FOR OCEANIC FLIGHT. THE ABILITY TO COMMUNICATE AT ANY POINT OF THE ROUTE IS NECESSARY FOR THE CONTROL PROCESS. INABILITY TO COMPLY IS IN VIOLATION OF THE REQUIREMENTS STATED ABOVE. NO VHF COMMUNICATIONS ARE AVAILABLE FOR POSITION REPORTING FOR FLIGHT THROUGH NEW YORK OCEANIC AIRSPACE. (FAA)

SPECIAL NOTICE--BERMUDA: THE NEW YORK AREA CONTROL CENTER HAS DELEGATED CONTROL AUTHORITY AND FLIGHT INFORMATION RESPONSIBILITY WITHIN A 180 NM RADIUS OF THE BERMUDA VOR AT FL 500 AND BELOW TO THE BERMUDA TERMINAL CONTROL AREA FACILITY (TCAF). THE BERMUDA TCAF USES POSITIVE RADAR CONTROL PROCEDURES WITHIN THE BERMUDA CONTROL AREA. CANCELLATION OF IFR FLIGHT AFTER ENTRY INTO THE CONTROL AREA IS NOT PERMITTED. ALL INBOUND TRANSPONDER EQUIPPED AIRCRAFT SHALL RESPOND ON MODE 3A, CODE 2100 UPON ENTRY INTO THE CONTROL AREA. NON-TRANSPONDER EQUIPPED AIRCRAFT OR AIRCRAFT WITH INOPERATIVE TRANSPONDER SHALL BE ASSIGNED SPECIFIC IFR FLIGHT LEVELS UPON ENTERING THE CONTROL AREA. ALL INTERNATIONAL FLIGHTS WHICH PLAN TO PENETRATE THE CONTROL AREA, MUST INCLUDE THE BERMUDA TCAF AS AN AFTN ADDRESSEE ON THE ICAO FILED FLIGHT PLAN. THE BERMUDA TCAF AFTN ADDRESS IS MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: EFFECTIVE IMMEDIATELY, ALL AIR CARRIERS, PRIVATE AND MILITARY USERS FLIGHT PLANNING TO OPERATE THROUGH THE NEW YORK OCEANIC CONTROL AREA SHALL, IN ACCORDANCE WITH ICAO DOCUMENT 7030, PARA 4.6, ADD NEW YORK OCEANIC CONTROL AS KZNYZO AS AN ADDRESSEE. FOR THOSE FOLLOWING THIS PROCEDURE, PLEASE ENSURE THAT CORRECT CALL LETTERS ARE BEING USED. MANY FLIGHT PLANS ARE BEING DUPLICATED AND IN SOME CASES TRIPLICATED. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: SEE THE ENTRY FOR PANAMA IN THE SECTION TITLED FOREIGN NOTICES IN THIS PUBLICATION.

SAN JUAN CTA/FIR

SPECIAL NOTICE: ALL VFR AIRCRAFT ENTERING AND DEPARTING THE SAN JUAN FIR/CTA WILL PROVIDE SAN JUAN RADIO WITH AN ICAO FLIGHT PLAN. ALL AIRCRAFT MUST ESTABLISH 2 WAY COMMUNICATIONS WITH SAN JUAN ON 126.7, 122.2, 123.65 OR 255.4. COMMUNICATION CAN ALSO BE ESTABLISHED BY USING THE VOR FREQUENCY FOR RECEIVING AND TRANSMITTING ON 122.1 FOR BORINQUEN (BQN), MAYAGUEZ (MAZ), PONCE (PSE), ST. THOMAS (STT). THE ST. CROIX TRANSMITTING FREQUENCY TO USE IS 123.6. IF UNABLE TO CONTACT SAN JUAN RADIO THE PILOT IS RESPONSIBLE FOR NOTIFYING ADJACENT ATS UNITS AND REQUEST THAT A POSITION REPORT BE RELAYED TO SAN JUAN RADIO FOR SEARCH AND RESCUE PURPOSES AND FLIGHT FOLLOWING. THIS IS IN ACCORDANCE WITH ICAO DOC. 4444, PART II, PARA. 14.1.1, PARA. 14.1.4; PART VI, PARA. 1.2.1 AND PARA. 2.2.2, ANNEX 11, CHAPTER 6, PARA. 6.1.2.1, PARA. 5.1.1, PARA. 5.2.1, PARA. 5.2.2, PARA. 5.2.2.3, PARA. 5.3.2.4, PARA. 5.4.1. (FAA)

SPECIAL NOTICE--ALL IFR OR VFR AIRCRAFT LANDING AT PUERTO RICO INTERNATIONAL, ISLA GRANDE, HARRY S. TRUMAN, OR ALEXANDER HAMILTON AIRPORTS THAT REQUIRE CUSTOMS, CONTACT SAN JUAN IFSS ONE HOUR PRIOR TO LANDING AND REQUEST CUSTOMS BE ADVISED (ADCUS). ALSO INCLUDE ADCUS IN THE REMARKS SECTION OF THE FLIGHT PLAN. ADCUS SERVICE IS NOT AVAILABLE AT OTHER AIRPORTS IN THE SAN JUAN FIR. PILOTS ARE RESPONSIBLE FOR ADVISING CUSTOMS OF THEIR INTENDED ARRIVAL IN ACCORDANCE WITH PROCEDURES CONTAINED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL. (SAN JUAN IFSS 101200.)

HOUSTON/MIAMI CTA/FIR-NY OCEANIC CONTROL AREA

SPECIAL NOTICE: A LARGE SCALE METEOROLOGICAL STUDY WILL BE CONDUCTED FROM JANUARY 15 TO MARCH 15, 1986, IN THE OFFSHORE AIRSPACE ADJACENT TO THE UNITED STATES GULF AND EAST COASTS. THE PROJECT, KNOWN AS "GALE__GENESIS OF ATLANTIC LOW EXPERIMENT," WILL INVESTIGATE THE DEVELOPMENT OF EAST COAST STORMS WHICH PRESENT A SERIOUS FORECASTING PROBLEM. SOME 10 OR MORE AIRCRAFT WILL BE DEPLOYED TO FLY ROUTES AND FLIGHT PATTERNS WITHIN THE GALE PROJECT STUDY AREA. ACTIVITIES WILL INCLUDE DROPWINDSONDE RELEASES ALONG PREDETERMINED TRACKS IN THE UNITED STATES GULF AND ATLANTIC OFFSHORE AREAS BETWEEN 90 DEGREES WEST LONGITUDE AND 70 DEGREES WEST LONGITUDE. ALL DROPWINDSONDE RELEASES WILL OCCUR MORE THAN 60NM OFFSHORE. ACTUAL FLIGHT TIMES WILL DEPEND ON DEVELOPING STORM CONDITIONS. PILOTS OPERATING WITHIN THE GALE STUDY AREA MAY RECEIVE STATUS INFORMATION FROM THE APPROPRIATE ATC FACILITY. (FAA)

NORTH AMERICAN ROUTES
(NAR)

"Due to the decommissioning of the Nitchequon NDB, the North American Routes for North Atlantic Traffic (NAR) are revised effective May 8, 1986, as follows.

Delete:

NA 328

Add:

NAR Westbound Routes - Common Portion

NAR Designator	Coastal Fix	Route Description	Inland Navigational Facility
NA 248	HADOK	Eric HL 563 J563	Albany
NA 252	HADOK	Eric HL 563 Baie Comeau HL 555	Charlevoix
NA 316	NAIN	HL548 Shefferville HANDA Chibougamau HL 570 J570	Albany
NA 324	NAIN	HL 548 Shefferville FIDEL Timmins HL 548 J548 Pullman V84 PAPPI	Chicago
NA 326	NAIN	HL 548 Shefferville HANDA Chibougamau HL 570	Montreal/Mirabel/ Dorval
NA 332	NAIN	HL 548 Shefferville HANDA VAL-d'OR	Midland
NA 336	NAIN	HL 548 Shefferville HANDA Chibougamau HL 597	Killaloe
NA 348	KUUJJUAQ	Baddy Chibougamau HL 570	Montreal/Mirabel/ Dorval
NA 354	KUUJJUAQ	Baddy Chibougamau HL 597	Killaloe

NAR Eastbound Routes - Common Portion

NAR Designator	Inland Navigational Facility	Route Description	Coastal Fix
NA 247	Charlevoix	HL 555 Baie Comeau HL 563 Eric"	HADOK

NORTH AMERICAN ROUTES
(NAR)

"The North American Routes for North Atlantic Traffic (NAR) are revised effective March 13, 1986, as follows:

Delete:

NA 346, NA 350

Add:

NAR Westbound Routes - Common Portion

NAR Designator	Coastal Fix	Route Description	Inland Navigational Facility
NA 356	KUUJJUAQ	HL479 LG4 VAL-D'OR HL545	Midland

The above changes reflect the decommissioning of the Nitchequon NDB, and also, eliminate the possibility of any misunderstanding between NA 350 and FL 350."

☆ U.S. Government Printing Office : 1986 -491-801/30015

Flight Information Publication
International Notices to Airmen

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Next Issue
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INTERNATIONAL NOTICES TO AIRMEN

U.S. Department of Transportation
Federal Aviation Administration

TD 4.11:

FOREWORD

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION IS A BI-WEEKLY PUBLICATION CONTAINING SIGNIFICANT INTERNATIONAL NOTAM INFORMATION AND SPECIAL NOTICES WHICH MAY AFFECT A PILOT'S DECISION TO ENTER OR USE CERTAIN AREAS OF FOREIGN OR INTERNATIONAL AIRSPACE. THIS PUBLICATION COMPLEMENTS AND EXPANDS DATA CARRIED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL, AVAILABLE UPON SEPARATE SUBSCRIPTION. ALL PILOTS SHOULD REVIEW THE FOREIGN AIRSPACE AND ENTRY RESTRICTIONS PUBLISHED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL DURING THE FLIGHT PLANNING PROCESS. FOREIGN AIRSPACE PENETRATION WITHOUT OFFICIAL AUTHORIZATION CAN INVOLVE BOTH DANGER TO THE AIRCRAFT AND THE IMPOSITION OF SEVERE PENALTIES AND INCONVENIENCE TO BOTH PASSENGERS AND CREW. A FLIGHT PLAN ON FILE WITH ATC AUTHORITIES DOES NOT NECESSARILY CONSTITUTE THE PRIOR PERMISSION REQUIRED BY CERTAIN OTHER AUTHORITIES. THE POSSIBILITY OF FATAL CONSEQUENCES CANNOT BE IGNORED IN SOME AREAS OF THE WORLD.

THE INFORMATION CONTAINED IS DERIVED FROM INTERNATIONAL NOTAMS AND OTHER APPROPRIATE SOURCES. INTERNATIONAL NOTAMS ARE OF TWO TYPES, CLASS ONE INTERNATIONAL NOTAMS AND CLASS TWO INTERNATIONAL NOTAMS. CLASS ONE NOTAMS ARE THOSE NOTAMS DISSEMINATED VIA TELECOMMUNICATIONS. THESE NOTAMS ARE MADE AVAILABLE VIA TELECOMMUNICATIONS TO THE U.S. FLYING PUBLIC THROUGH THE INTERNATIONAL NOTAM OFFICE IN WASHINGTON, D.C., VIA THE LOCAL FLIGHT SERVICE STATIONS. CLASS TWO NOTAMS ARE NOTAMS DISSEMINATED VIA POSTAL SERVICES AND ARE NOT READILY AVAILABLE TO THE U.S. FLYING PUBLIC. THIS PUBLICATION COVERS NOTAM AND OTHER TEMPORARY, HAZARDOUS CONDITIONS WHICH ARE NOT READILY AVAILABLE TO THE FLYING PUBLIC AND INCLUDES INFORMATION ON RECORD AS OF 1200Z ON THE DATE APPEARING ON THE COVER. FOR LATEST INFORMATION, CONSULT CLASS I NOTAMS ISSUED BY TELECOMMUNICATIONS AT ANY FAA FLIGHT SERVICE STATION. THE FOREIGN NOTICES INCLUDED, ARE TO THE MAXIMUM EXTENT POSSIBLE, CARRIED AS ISSUED. THE ABBREVIATIONS USED ARE, IN MOST ALL INSTANCES, THOSE ABBREVIATIONS LISTED IN ICAO DOCUMENT DOC 8400. INFORMATION INCLUDED WILL INDICATE THE SOURCE FOLLOWING THE ENTRY. THIS WILL ASSIST THE USER IN ESTABLISHING THE CURRENCY OF THE INFORMATION CONTAINED, SHOULD HE SO DESIRE, WITH THE ORIGINATOR OF THE INFORMATION (SEE THE INTERNATIONAL FLIGHT INFORMATION MANUAL FOR FOREIGN NOTAM OFFICE AREAS OF RESPONSIBILITY AND FOR A LISTING OF FOREIGN NOTAM OFFICES WITH WHICH THE U.S. INTERNATIONAL NOTAM OFFICE EXCHANGES INFORMATION). INFORMATION SOURCES WILL BE INDICATED AS I OR II FOR CLASS ONE AND CLASS TWO NOTAMS, FOLLOWED BY THE NOTAM NUMBER; AIP FOR AERONAUTICAL INFORMATION PUBLICATION CHANGES, FOLLOWED BY THE AIP CHANGE NUMBER; AIC FOR AERONAUTICAL INFORMATION CIRCULAR, FOLLOWED BY THE AIC NUMBER; DOS FOR DEPARTMENT OF STATE ADVISORIES; AND FAA FOR FEDERAL AVIATION ADMINISTRATION.

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION GIVES WORLD WIDE COVERAGE IN EACH ISSUE. COVERAGE FOR THE U.S. AND ITS EXTERNAL TERRITORIES IS LIMITED AND NORMALLY WILL NOT INCLUDE DATA AVAILABLE ON DOMESTIC NOTAM CIRCUITS OR PUBLISHED IN OTHER OFFICIAL SOURCES AVAILABLE TO THE USER.

EACH ISSUE OF THIS PUBLICATION IS COMPLETE IN ITSELF AS FAR AS DATA OF A TEMPORARY NATURE IS CONCERNED. TEMPORARY DATA IS REPEATED IN EACH ISSUE UNTIL THE CONDITION CEASES TO EXIST. PERMANENT DATA WILL BE CARRIED UNTIL IT IS SUFFICIENTLY PROMULGATED OR IS AVAILABLE IN OTHER PERMANENT SOURCES. THESE ITEMS WILL BE PREFIXED BY A SOLID DOT (•) WHEN THEY ARE TO BE REMOVED FROM FUTURE EDITIONS. THIS WILL AID THE USER IN THE IDENTIFICATION OF THOSE PERMANENT ITEMS WHICH HE, THE USER, MAY WISH TO RETAIN FOR HIS OWN RECORDS. NEW ITEMS TO THIS PUBLICATION ARE IDENTIFIED BY UNDERSCORING THE FIRST LINE OF THE NEW ENTRY.

IN CARRYING OUT ITS EXPRESSED PURPOSE OF PROVIDING A NOTICE TO AIRMEN SERVICE, THIS PUBLICATION INCLUDES DATA ISSUED BY FOREIGN GOVERNMENTS. IT SHOULD BE CLEARLY UNDERSTOOD THAT THE PUBLICATION OF SUCH DATA IN NO WAY CONSTITUTES A LEGAL RECOGNITION OF THE INTERNATIONAL VALIDITY OF SUCH DATA. THE SCOPE OF THIS PUBLICATION PRECLUDES ANY ATTEMPT TO TABULATE ALL NOTAM DATA. WHILE EVERY EFFORT IS MADE TO PUBLISH ALL PERTINENT DATA, THE FEDERAL AVIATION ADMINISTRATION CANNOT ASSUME ANY LIABILITY FOR FAILURE TO PUBLISH ANY PARTICULAR ITEM.

COMMUNICATIONS WITH THE EDITORS OF THIS PUBLICATION, INCLUDING NOTIFICATION OF ERRONEOUS OR OBSOLETE DATA, SHOULD BE DIRECTED TO THE FEDERAL AVIATION ADMINISTRATION, FLIGHT INFORMATION AND OBSTRUCTIONS BRANCH (ATO-210), 800 INDEPENDENCE AVE., SW, WASHINGTON, D.C. 20591 (TELEPHONE 202-426-8790, 0800-1700 MONDAY-FRIDAY; OTHER TIMES CALL 202-426-3390). SUBSCRIPTIONS FOR THIS PUBLICATION SHOULD NOT BE FORWARDED TO THE FEDERAL AVIATION ADMINISTRATION. THIS PUBLICATION IS SOLD BY THE SUPERINTENDENT OF DOCUMENTS, U.S. GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C. 20402. ALL QUERIES CONCERNING YOUR SUBSCRIPTION OR PRICES SHOULD BE DIRECTED ONLY TO THE SUPERINTENDENT OF DOCUMENTS.

FOREIGN NOTICES

CARIBBEAN

SPECIAL NOTICE: SEE SPECIAL NOTICE UNDER CARIBBEAN IN THE INTERNATIONAL OCEANIC AIRSPACE NOTICE.

CUBA

AIRCRAFT ARRIVING FROM OR DEPARTING FOR CUBA MUST LAND AT OR DEPART FROM FORT LAUDERDALE-HOLLYWOOD AIRPORT.

IRAN -- PERSIAN GULF

THE IRANIAN AIRSPACE IS CLOSED TO UNITED STATES AIRCRAFT. FLIGHT PLAN AND LATEST INFORMATION REGARDING AIRCRAFT THAT FLY IN THE PORTION OF TEHRAN FIR OVER THE PERSIAN GULF SHOULD BE MADE AVAILABLE TO TEHRAN ACC EITHER DIRECTLY OR THROUGH BAHRAIN ACC OR BANDAR ABBASS, BUSHER ATC. AIRCRAFT THAT FAIL TO DO SO SHOULD REFRAIN FROM FLYING OVER AND IN THE VICINITY OF ANY INSTALLATION BELONGING TO ISLAMIC REPUBLIC OF IRAN. AREA CONTROL SERVICE PROVIDED BY TEHRAN ACC ALONG ATS 21 AND OTHER ATS ROUTES OVER THE PERSIAN GULF IS REDUCED TO FLIGHT INFORMATION SERVICE UNTIL FURTHER NOTICE DUE TO TEMPORARY DEFICIENCIES IN VHF COMMUNICATIONS. COMMUNICATIONS ARE AVAILABLE ON HF FREQUENCIES 13336, 8847, 5680, 5603 AND 6624KHZ AND VHF FREQUENCIES 134.1 AND 118.1MHZ. TEHRAN ASSUMES NO RESPONSIBILITY FOR THE PORTIONS OF ATS ROUTES R21 AND B56 WHICH ARE OVER THE HIGH SEAS. FLIGHTS MAY BE SUBJECT TO VISUAL IDENTIFICATION BY MILITARY AIRCRAFT ACCORDING TO ICAO REGULATIONS. OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD BE AWARE THAT THE FAA IS NOT A DIRECT RECIPIENT OF IRANIAN NOTAMS AND THAT THE ABOVE INFORMATION MAY NOT BE COMPLETE AND CURRENT. PILOTS PLANNING TO OPERATE IN THE PERSIAN GULF AREA SHOULD VERIFY NOTAMS WITH A FACILITY RECEIVING CURRENT NOTAM INFORMATION. DUE TO THE TENSIONS AND HOSTILITIES IN THE PERSIAN GULF AREA IT IS RECOMMENDED THAT OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD CONTINUE TO FLIGHT PLAN SO AS NOT TO FLY OVER THE PERSIAN GULF EAST OF AIRWAY B-55 OR NORTH OF AIRWAY A-55. (FAA FDC 4/334)

U.S.NAVAL FORCES IN THE PERSIAN GULF, STRAIT OF HORMUZ, GULF OF OMAN AND ARABIAN SEA (NORTH OF 20 DEGREES NORTH) ARE TAKING ADDITIONAL DEFENSIVE PRECAUTIONS AGAINST TERRORIST THREATS. AIRCRAFT AT ALTITUDES LESS THAN 2000 FT. AGL WHICH ARE NOT CLEARED FOR APPROACH/DEPARTURE TO OR FROM A REGIONAL AIRPORT ARE REQUESTED TO AVOID APPROACHING CLOSER THAN 5 NM TO U.S.NAVAL FORCES.

IT IS ALSO REQUESTED THAT AIRCRAFT APPROACHING WITHIN 5 NM ESTABLISH AND MAINTAIN RADIO CONTACT WITH U.S.NAVAL FORCES ON 121.5 MHZ VHF OR 243.0 MHZ UHF. AIRCRAFT WHICH APPROACH WITHIN 5 NM AT ALTITUDES LESS THAT 2000 FT. AGL WHOSE INTENTIONS ARE UNCLEAR TO U.S.NAVAL FORCES MAY BE HELD AT RISK BY U.S. DEFENSIVE MEASURES. THIS IS A JOINT USCINCPAC AND USCINCCENT NOTAM AFFECTING OPERATIONS WITHIN THEIR RESPECTIVE AREA OF RESPONSIBILITY. (112119 KFDC)

LEBANON

DUE TO SAFETY IN AIR COMMERCE AND AIR TRANSPORTATION, AND THE PUBLIC INTEREST, ALL U.S. AIR CARRIERS (PART 121/135/125) ARE PROHIBITED FROM OPERATING INTO BEIRUT INTERNATIONAL AIRPORT. (FAA RWA 5/106)

NETHERLANDS ANTILLES

PRINSES BEATRIX AIRPORT - ARUBA: DUE TO FREQUENT VIOLATION OF ARTICLE 29 OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION AND OF OUR NATIONAL LAWS AND REGULATIONS ON THE SAME SUBJECT, AIRMEN ARE ADVISED THAT STRICT INSPECTION OF AIRCRAFT DOCUMENTS AND CREW MEMBER LICENSES WILL BE CARRIED OUT AND THAT FAILURE TO CARRY VALID DOCUMENTS AND CERTIFICATES MAY RESULT IN LEGAL PROSECUTION. (II 18/82)

NICARAGUA

ALL NATIONAL AND FOREIGN REGISTERED AIRCRAFT PROVIDING SCHEDULED OR NON-SCHEDULED COMMERCIAL SERVICE OR GENERAL AVIATION SERVICE NEEDING TO REFUEL AT THE AUGUSTO C. SANDINO INTERNATIONAL AIRPORT SHALL MAKE ARRANGEMENTS TO DO SO WITH THE AIRPORT ADMINISTRATION, WHICH IS THE ONLY AGENCY AUTHORIZED TO PROVIDE THIS SERVICE.(II A4/85)

PANAMA

SPECIAL NOTICE: EN ROUTE IFR FLIGHTS OPERATING WITHIN THE PANAMA CTA AND OUTSIDE THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ARE REQUIRED TO ESTABLISH AND MAINTAIN COMMUNICATIONS WITH PANAMA RADIO. IFR ACFT ENTERING THE PANAMA CTA SHALL MAKE A STANDARD POSITION REPORT AT THE CTA BOUNDARY TO PANAMA ARTCC THROUGH PANAMA RADIO. PRIMARY AND ALTERNATE FREQUENCIES: PRIMARY 6649 KHZ, ALTERNATE 2944 KHZ WHEN OPERATING SOUTH OF OB-OON/TBG. PRIMARY 6577 KHZ, ALTERNATE 8918 KHZ WHEN OPERATING NORTH OF OB-OON/TBG. ADDITIONAL FREQUENCIES AVAILABLE ARE 5520 KHZ, AND 11396 KHZ. U.S. MILITARY FLIGHTS AND CIVIL ACFT UNABLE TO ESTABLISH COMMUNICATIONS WITH PANAMA RADIO MAY UTILIZE ALBROOK AIRWAYS ON USB FREQUENCIES 5710 KHZ 0200-1200Z, 6683 KHZ 0000-1400Z, 8993/11176 KHZ 24 HOURS DAILY, 15015 KHZ 1200-0200Z, 18019 KHZ 1400-2400. WHEN OPERATING WITHIN THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ENROUTE IFR AIRCRAFT ARE REQUIRED TO MAINTAIN DIRECT PILOT/CONTROLLER COMMUNICATIONS UTILIZING 126.5 OR 352.0 MHZ, ALTERNATES 120.3 OR 317.7 MHZ. ALL AIRCRAFT OPERATING WITHIN THE PANAMA CTA/FIR EQUIPPED WITH FUNCTIONING TRANSPONDER SHOULD SET TRANSPONDERS TO REPLY ON THE FOLLOWING MODES/CODES IN ACCORDANCE WITH TYPE OF FLIGHT PLAN AND ALTITUDE STRATUM. IFR AIRCRAFT BELOW FLIGHT LEVEL 200 MODE A/3 CODE 1100. AT AND ABOVE FLIGHT LEVEL 200 MODE A/3 CODE 2100. VFR AIRCRAFT, MODE A/3 CODE 1200. OTHER TRANSPONDERS REPLIES WILL BE ASSIGNED BY PANAMA ACC AS NECESSARY. (FAA)

THAILAND

BANGKOK INTERNATIONAL AIRPORT - PEAK HOURS: DUE TO CRITICAL AIR TRAFFIC SATURATION AT BANGKOK INTERNATIONAL AIRPORT, WITH IMMEDIATE EFFECT, PEAK HOURS AT BANGKOK INTERNATIONAL AIRPORT ARE FROM 0200 TO 0530Z, 1000 TO 1300Z AND FROM 1500 TO 1700Z. ALL FOREIGN INTERNATIONAL NONSCHEDULED AIRCRAFT SHOULD AVOID TO LAND WITH TRAFFIC PURPOSE AT BANGKOK INTERNATIONAL AIRPORT DURING THE DECLARED PEAK HOURS. RESTRICTION DURING PEAK HOURS FROM 1500 TO 1700Z SHALL BE STRICTLY IMPOSED ON NONSCHEDULED B-747 TO LAND WITH ANY PURPOSES. (AIC 1/81)

ZAMBIA

LUSAKA FIR NON-SCHEDULED FLIGHTS: THE ZAMBIAN AIRSPACE IS NOW OPEN TO ALL NONSCHEDULED FLIGHTS EXCEPT WESTERN PROVINCE. THOSE OPERATORS WISHING TO OPERATE INTO OR OVERFLY WESTERN PROVINCE OF ZAMBIA MUST APPLY TO THE COMMANDER ZAMBIA NATIONAL DEFENSE FORCES GIVING 10 DAYS PRIOR NOTICE AND APPROVAL MUST BE RECEIVED BY THE APPLICANT BEFORE FLIGHT IS UNDERTAKEN.

THE APPLICATION MUST INCLUDE THE FOLLOWING:

A. PILOTS NAME;
B. OPERATORS NAME AND ADDRESS;
C. TYPE OF AIRCRAFT AND REGISTRATION;
D. ROUTE OR AREA OF OPERATION; AND
E. PURPOSE OF FLIGHT DATES, TIMINGS, ETC.

ALL APPLICATIONS ARE DIRECTED TO THE COMMANDER Z.N.D. FORCES. (II 5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

CANARY ISLANDS

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, BECAUSE OF INCIDENTS IN THE WESTERN SAHARA REGION ON JANUARY 21 AND FEBRUARY 21, 1985, RESULTING IN AIRCRAFT DOWNINGS WHICH WERE MOST LIKELY CAUSED BY SURFACE TO AIR MISSLE FIRINGS, IT IS STRONGLY RECOMMENDED THAT FLIGHTS MAINTAIN A MINIMUM ALTITUDE OF 20,000 FEET IN THAT AREA OF THE CARARYS FLIGHT INFORMATION REGION (FIR) OVER THE LAND MASS OF THE WESTERN SAHARA SOUTH OF 26 DEGREES NORTH LATITUDE AND FOR A DISTANCE OF FIVE NAUTICAL MILES OUT TO SEA PARALLEL TO THE SAHANAR COAST. FOR FLIGHTS OPERATING TO OR FROM DAKHLA (EX VILLA CISNEROS) - 20 DEGREES, FIFTY-FOUR MINUTES NORTH LATITUDE; 17 DEGREES 4 MINUTES WEST LONGITUDE, RECOMMEND ALL DESCENTS BE MADE FROM SEAWARD AND CLIMB TO SEAWARD UNTIL PASSING 20,000 FEET OR UNTIL PASSING MORE THAN FIVE NAUTICAL MILES FROM THE COAST. (DOS 086863 3/85)

CHAD

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, ALL AIRCRAFT ARE FORBIDDEN FLIGHT IN CERTAIN CHADIAN SKIES SO AS TO AVOID MILITARY INTERCEPTION OR WORSE. THE AFFECTED AIRSPACE IS DESCRIBED AS THAT NORTH OF THE LINE CONNECTING COORDINATE 12 DEGREES 37'N, 16 DEGREES 16'E AND COORDINATE 13 DEGREES 43'N, 22 DEGREES 07'E.

THE ORDINANCE DELIMITS THE AFFECTED AIRSPACE AS FOLLOWS:

A. TO THE WESTERN, NORTHERN, AND EASTERN FRONTIER OF CHAD BETWEEN 10 DEGREES 48'N, 15 DEGREES 05'E AND 13 DEGREES 43'N, 22 DEGREES 07'E.

B. TO THE SOUTH, 80 NM ARC CENTERED ON FL VOR DELIMITED BY THE COORDINATES 10 DEGREES 48'N, 15 DEGREES 05'E AND 12 DEGREES 37'N, 16 DEGREES 16'E.

C. STRAIGHT LINE CONNECTING COORDINATES 12 DEGREES 37'N, 16 DEGREES 16'E AND 13 DEGREES 43'N, 22 DEGREES 07'E.

AIRCRAFT APPROACHING NDJAMENA THROUGH THE RESTRICTED AIRSPACE MUST OBTAIN ADVANCE CLEARANCE BY CONTACTING AUTHORIES IN NDJAMENA ON EITHER OF THE FOLLOWING FREQUENCIES: 119.7 MHZ OR 118.1 MHZ. (DOS 1196 3/86)

COLOMBIA

THE GOVERNMENT OF COLOMBIA HAS A RESTRICTED AIR TRAFFIC ZONE OVER MOST OF THE SANTA MARTA MOUNTAINS, ALL OF THE STATE OF GUAJIRA, AND ALL TERRITORIAL WATERS NORTH OF THESE AREAS (12NM FROM THE COAST LINE). THE ZONE EXTENDS TO AN ALTITUDE OF 7,000 FEET, EXCEPT OVER THE MOUNTAINS, WHERE IT EXTENDS TO 20,000 FEET. PILOTS FORCED TO ENTER THIS REGION SHOULD NOTIFY COLOMBIAN CIVIL AVIATION AUTHORITIES IN ADVANCE AND BE PREPARED TO PROPERLY IDENTIFY THEMSELVES, THEIR AIRCRAFT, AND BE ABLE TO JUSTIFY A FORCED LANDING. IT IS MANDATORY THAT ANY PILOT TRANSITTING THIS AREA HAVE PERMISSION AND FLIGHT PLAN ON FILE AT LEAST 24 HOURS IN ADVANCE OF ENTERING COLOMBIAN AIRSPACE. (DOS 5/83)

NICARAGUA

THE GOVERNMENT OF NICARAGUA IS TIGHTENING ITS REGULATIONS REGARDING COMMERCIAL, PRIVATE AND MILITARY FLIGHTS INTO THEIR COUNTRY. PILOTS PLANNING FLIGHTS TO NICARAGUA SHOULD ASSURE THAT ENTRY, OVERFLIGHT AND LANDING AUTHORIZATION HAVE BEEN OBTAINED FROM THE APPROPRIATE AVIATION AUTHORITY PRIOR TO DEPARTURE AND THAT WHEN OPERATING WITHIN THEIR AIRSPACE STRICTLY COMPLY WITH THOSE REGULATIONS RELATING TO THE FLIGHT AND MANEUVER OF THE AIRCRAFT. (DOS 6/81)

THE GOVERNMENT OF NICARAGUA HAS IMPOSED A 10 MILE WIDE CORRIDOR. AIRWAY B4 HAS BEEN COMBINED WITH A1 AND RUNS APOPA-ANAPO-ARLEN (1159N-8659W)-MGA. ARIEN IS AT A BEARING OF 246 DEGREES FROM MANAGUA. AIR TRAFFIC ENTERING OR EXITING COSTA RICA VIA NICARAGUA MUST FLY OVER LOS CHILES IN NORTHERNMOST COSTA RICA. THE CORRIDOR IS CONNECTED TO MANAGUA. (DOS 5/23/84)

PANAMA

THE PANAMANIA DIRECTORATE OF CIVIL AVIATION (DAC) HAS CHANGED THE LANDING REQUIREMENTS FOR GENERAL AVIATION AIRCRAFT LANDING IN PANAMA. DUE TO DRUG TRAFFICKERS WHO MAY BE USING PANAMA TO FERRY ILLEGAL DRUGS TO THE UNITED STATES, PRIOR PERMISSION MUST BE OBTAINED FOR ALL PRIVATE AIRCRAFT LANDING IN PANAMA. (DOS 7/85)

WEST INDIES - ASSOCIATED STATES

TURKS AND CAICOS ISLANDS: CHARTER, COMMERCIAL AND FREIGHT AIRCRAFT REQUIRE 24 HOURS PRIOR PERMISSION TO LAND. ADDRESS TO: TELEX: 8227, CHIEFMIN TO. (FAA)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

GENERAL

COORDINATED UNIVERSAL TIME (UTC)

INTERNATIONAL DATE/TIME GROUP CHANGE. EFFECTIVE 0001 UTC DECEMBER 19, 1985, THE UNITED STATES WILL ADOPT PROVISIONS CONTAINED IN ICAO AERONAUTICAL INFORMATION SERVICES (AIS) ANNEX 15 AMENDMENT 25 PERTAINING TO DATE/TIME GROUPS ON ALL INTERNATIONAL CLASS I NOTAM(S).

EXAMPLE:

PRESENTLY.........B) 13021900 C) 15022300

13 = DAY 02 = MONTH 19 = HOUR 00 = MINUTES

WILL BE CHANGED TO READ........B) 02131900 C) 02152300

02 = MONTH 13 = DAY 19 = HOUR 00 = MINUTES

(A0056/85 KFDC)

NORTH ATLANTIC

POSITION REPORTING PROCEDURE

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION:

1. THE FOLLOWING REVISED POSITION REPORTING PROCEDURE REQUIRING THE INCLUSION OF AN ADDITIONAL ITEM (ITEM H) IN THE POSITION REPORT, WILL BE IMPLEMENTED ON A TRIAL BASIS BY GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK OACS, IN ORDER TO PROVIDE FOR EARLIEST POSSIBLE DETECTION OF MISUNDERSTANDINGS REGARDING THE ROUTE TO BE FOLLOWED BY AIRCRAFT IN THE NAT REGION AND ADJACENT TRANSITION AREAS.

2. EFFECTIVE 0900 GMT ON 20 NOVEMBER 1979, AIRCRAFT ENTERING, OPERATING WITHIN, OR LEAVING THE OCEANIC CONTROL AREAS OF GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK WILL TRANSMIT THE FOLLOWING ELEMENTS OF INFORMATION IN POSITION REPORTS TO THE APPROPRIATE OCEANIC CONTROL CENTRE:

   A. THE WORD "POSITION";
   B. AIRCRAFT IDENTIFICATION;
   C. PRESENT POSITION;
   D. TIME OVER PRESENT POSITION (HOURS AND MINUTES);
   E. PRESENT FLIGHT LEVEL;
   F. ESTIMATED POSITION ON ASSIGNED ROUTE;
   G. TIME FOR ESTIMATED POSITION (HOURS AND MINUTES);
   H. NEXT POSITION ON ASSIGNED ROUTE;
   I. ANY FURTHER INFORMATION, D.C., AIREP DATA OR COMPANY MESSAGE.

SPOKEN EXAMPLE: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

WRITTEN EXAMPLE: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: IN VIEW OF THE CURRENT ENERGY SITUATION, THE FOLLOWING POINTS ARE BROUGHT TO THE ATTENTION OF NAT PILOTS WITH A VIEW TO ENSURING THAT EACH AIRCRAFT IS OPERATED AS CLOSE AS POSSIBLE TO ITS OPTIMUM FLIGHT LEVEL AND MACH NUMBER.

1. PILOTS SHOULD REQUEST A CHANGE OF FLIGHT LEVEL OR MACH NUMBER WHENEVER THIS WOULD IMPROVE THE OPERATING EFFICIENCY OF THE AIRCRAFT. REFUSALS, DUE TO OTHER TRAFFIC, SHOULD NOT DETER PILOTS FROM CONTINUING TO MAKE SUCH REQUESTS.

2. WHEN CIRCUMSTANCES RENDER THIS FEASIBLE, CONTROLLERS WILL ASK ANOTHER AIRCRAFT TO ACCEPT A HIGHER FLIGHT LEVEL OR CHANGE OF MACH NUMBER IN ORDER TO FACILITATE CLEARANCES FOR AIRCRAFT WHICH WOULD OTHERWISE EXPERIENCE A SIGNIFICANT PENALTY. IN AGREEING TO SUCH A REQUEST, PILOTS WILL CONTRIBUTE TO THE OVERALL ECONOMY IN FUEL USED.

3. WHERE POSSIBLE, PILOTS SHOULD GIVE ADVANCE WARNING OF A REQUEST; E.G., IF A WESTBOUND FLIGHT WISHES TO CLIMB AT 30° W, IT WILL ASSIST THE CONTROLLER IF THE REQUEST IS MADE WITH THE 20° W POSITION REPORT.

SPECIAL NOTICE - WEATHER REPORTING IN NORTH ATLANTIC

EFFECTIVE SEPTEMBER 1, 1983 AN INCREASED WEATHER REPORTING REQUIREMENT FOR TRANS-ATLANTIC FLIGHTS WILL BE INTRODUCED ON A TRIAL BASIS. THE PURPOSE OF THE TRIAL IS TO ESTABLISH THE PRACTICALITY OF IMPROVING THE ACCURACY OF METEOROLOGICAL FORECASTS BY MEANS OF ENHANCED AIRCRAFT REPORTS.

THE AIRCRAFT OBSERVATIONS AND REPORTS REQUIRED FOR THE TRIAL PERIOD ARE:

ALL AIRCRAFT FLYING IN THE GANDER OCEANIC, SHANWICK OCEANIC, NEW YORK OCEANIC, AND SANTA MARIA OCEANIC FLIGHT INFORMATION REGIONS BETWEEN NORTH AMERICA AND EUROPE, IN EITHER DIRECTION, SHALL MAKE, RECORD, AND REPORT ROUTINE METEOROLOGICAL OBSERVATIONS AT EACH DESIGNATED REPORTING POINT AND AT THE INTERMEDIATE MID-POINT BETWEEN SUCH REPORTING POINTS, EXCEPT THAT:

1.) THE MID-POINT OBSERVATION SHALL NOT BE THE SUBJECT OF A SPECIAL REPORT, BUT WILL BE RETAINED FOR TRANSMISSION AT THE NEXT DESIGNATED REPORTING POINT, AND
2.) AIRCRAFT CLEARED ON AN ORGANIZED TRACK SHALL BE REQUIRED TO MAKE, RECORD, AND REPORT ROUTINE OBSERVATIONS ONLY WHEN SO DESIGNATED AT THE TIME OF RECEIVING THEIR OCEANIC CLEARANCE.

THE FORMAT TO BE USED FOR REPORTING THE ADDITIONAL OBSERVATIONS SHALL BE BY REFERENCE TO THE LATITUDE (DEGREES AND MINUTES) AND LONGITUDE (DEGREES ONLY) OF THE INTERMEDIATE MID-POINT. EXAMPLE:

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POS TW 760 62N 040W   0815
F410 61N 030W 0848 60N 020W  NEXT MS56
220/55  6230N 045W  MS 60 270/80
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THE PERIOD OF THE TRIAL IS NOT FIXED. IN THE EVENT THAT PROBLEMS OF FREQUENCY CONGESTION, ETC., ARISE, THE TRIAL WOULD BE CURTAILED. ALTERNATELY, SUCCESSFUL OPERATION WILL ENABLE THE TRAIL PROCEDURES TO BE ADOPTED ON A PERMANENT BASIS.

SPECIAL NOTICE - NEW YORK VOLMET

NEW YORK VOLMET FREQUENCY 13270 KHZ BROADCASTS FROM 1 HOUR BEFORE SUNRISE TO 1 HOUR AFTER SUNSET. FREQUENCY 3485 KHZ BROADCASTS FROM 1 HOUR AFTER SUNSET TO 1 HOUR BEFORE SUNRISE. THE NEW YORK VOLMET CONTINUES ITS 24 HOUR-A-DAY BROADCAST ON FREQUENCIES 6604 KHZ AND 10051 KHZ. (FAA)

ATLANTIC AREA LORAN-C INFO: THE CURRENT OPERATIONAL STATUS OF ALL ATLANTIC AREA LORAN-C STATIONS IS AVAILABLE FROM THE FIVE COORDINATOR'S OF CHAIN OPERATIONS (COCO'S). THE COCO MONITORS THE DAY-TO-DAY OPERATIONS OF THE LORAN-C CHAIN AND PROVIDES INFORMATION WITH A RECORDED TELEPHONE ANNOUNCEMENT OR RESPONDS TO QUERIES DIRECTED TO THE COCO PERSONALLY. PERTINENT TELEPHONE NUMBERS FOLLOW:

A. COCO GREAT LAKES (8970) AND NORTHEAST (9960) CHAINS IS LOCATED AT LORAN STATION SENECA, N.Y. RECORDED ANNOUNCEMENT: (607) 869-5395. COCO: (607) 869-1334, FTS 957-5334.

B. COCO CANADIAN EASTCOAST (5930) AND LABRADOR SEA (7930) CHAINS IS LOCATED AT LORAN MONITOR STATION ST. ANTHONY NFLD CANADA. RECORDED ANNOUNCEMENT: (709) 454-3261. COCO: (709) 454-2392.

C. COCO SOUTHEAST (7980) CHAIN IS LOCATED AT LORAN STATION MALONE.

D. IF ADDITIONAL INFORMATION IS REQUIRED AFTER CONTACTING COCO'S, CONTACT THE CHAIN MANAGER AT GOVERNORS ISLAND, N.Y.: (212) 668-7880 OR FTS 664-7880.

E. SCHEDULED LORAN-C OFF-AIR TIMES ARE PUBLISHED BY NOTIFICATIONS OR ANNOUNCEMENTS IN LOCAL NOTICE TO MARINERS, CANADIAN COAST GRUAD NOTICES TO SHIPPING (NOTSHIP'S), AND ON THE PRERECORDED SERVICE FOR THE PERTINENT CHAIN. IN MANY CASES, SCHEDULED OUTAGES ARE PRECEEDED BY A COAST GUARD MARINE RADIO BROADCAST IN THE AREA WHERE THE COVERAGE WILL BE AFFECTED.

F. FOR BETTER SERVICE OF ANY REQUEST FOR OPERATIONS DATA (E.G., TO CHECK ON A SUSPECTED LORAN-C SYSTEM ABNORMALITY), PLEASE SUPPLY THE RATE AND DATE/TIME OF THE EVENT YOU WISH TO REPORT. THIS WILL ENABLE COORDINATOR OF CHAIN OPERATIONS TO QUICKLY CHECK THE RECORDS FOR THE PERIOD IN QUESTION AND GIVE A MORE EXACT ANSWER.

1. PACIFIC AREA LORAN-C INFO: INFORMATION CONCERNING CENTRAL PACIFIC (4990), CANADIAN WEST COAST (9940), NORTHWEST PACIFIC (9970), AND NORTH PACIFIC (9990) CHAINS MAY BE OBTAINED FROM THE REGIONAL MANAGER IN SAN FRANCISCO, CA AT (415) 437-3224.

2. EUROPEAN LORAN-C INFO: INFORMATIN CONCERNING THE ICELANDIC (9980), NORWEGIAN SEA (7970), AND THE MEDITERREANEAN SEA (7990) CHAINS MAY BE OBTAINED FROM THE CHAIN MANAGER AT U.S. COAST GUARD ACTIVITIES EUROPE, LONDON, UK AT 011-44-1-409-4758.

3. OMEGA: SUMMARY STATUS AND PROPAGATION ANOMALY NOTIFICATIONS ARE BROADCAST FROM WWV, FORT COLLINS, CO AT 16 MINUTES AFTER EACH HOUR. OTHER INFORMATION SOURCES ARE LISTED BELOW:

A. COAST GUARD ONSOD, WASHINGTON, D.C. (RECORDED ANNOUNCEMENT): (202) 245-0298 OR FTS 245-0298.

B. U.S. NAVAL OBSERVATORY (USNO) (AUTOMATED DATA SERVICE): (202) 653-1079 OR FTS 653-1079. FULL DUPLEX, EVEN PARITY 300 OR 1200 BAUD, ASCII.

C. IF ADDITIONAL INFORMATION IS REQUIRED, CONTACT THE OMEGA WATCHSTANDER AT ONSOD WASHINGTON, D.C.: (202) 243-0228 OR FTS 245-0228.

CARIBBEAN

SPECIAL NOTICE - CARIBBEAN

ROCK SOUND BAHAMAS RADIO BEACON (RSD) AND HAVANA CUBA RADIO BEACON (UHA) BOTH OPERATE ON FREQUENCY 348KHZ. BE ALERT FOR POSSIBLE INTERFERENCE. (FAA)

THE U.S. DEPARTMENT OF TRANSPORTATION WILL BE FLYING A LARGE WEATHER BALLOON OF 80 FEET IN LENGTH AT HEIGHTS UP TO 2500 FEET AT VARIOUS LOCATIONS IN THE CARIBBEAN, GULF OF MEXICO, AND FLORIDA WATERS. THIS BALLOON WILL BE TETHERED TO A SHIP; AIRMEN ARE ADVISED TO STAY CLEAR OF THE TETHER AS WELL AS THE BALLOON. THE BALLOON WILL USUALLY BE SEVERAL MILES AT SEA EXCEPT WHEN IT IS IN TRANSIT TO TEST SITES OR PULLING INTO DOCK, AT WHICH TIMES, THE BALLOON WILL BE FLOWN AT HEIGHTS FROM 150 TO 500 FEET. LOCAL CONTROL TOWERS WILL BE NOTIFIED BY THE COAST GUARD IN THE EVENT OF BALLOON FLIGHTS NEAR THEIR AIRPORTS. THE BALLOON AND TETHER WILL BE WELL MARKED BY STROBE LIGHTS AND FLAGS TO ASSURE VISIBILITY. (MIAMI FSS 6/29/84)

U.S. OVERLAND/OCEANIC NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. TEN MINUTES LONGITUDINAL SEPARATION MAY BE APPLIED BETWEEN TURBOJET AIRCRAFT TRANSITING ATS ROUTE G431 BETWEEN THE NEW YORK, MIAMI AND SAN JUAN OCEANIC CONTROL AREAS AND ALSO ON ATS ROUTES A25, A300 G432, AND A23 BETWEEN THE NEW YORK AND SAN JUAN OCEANIC CONTROL AREAS. THE USE OF 10 MINUTES LONGITUDINAL SEPARATION IS AUTHORIZED WITH ADHERENCE TO THE CRITERIA CONTAINED IN ATTACHMENT H TO ICAO DOC. 4444-RAC/501/10, PANSRAC, AND THE REGIONAL SUPPLEMENTARY PROCEDURES. SPECIFICALLY, 10 MINUTES LONGITUDINAL SEPARATION MAY BE USED BETWEEN TURBOJET AIRCRAFT FLYING AT THE SAME ALTITUDE/FLIGHT LEVEL PROVIDING THE FOLLOWING CONDITIONS ARE MET:

1. THE AIRCRAFT CONCERNED HAVE REPORTED OVER THE SAME ENTRY POINT INTO OCEANIC CONTROL AIRSPACE AND WILL FLY THE SAME TRACK OR CONTINUOUSLY DIVERGING TRACKS.
2. THE PRECEDING AIRCRAFT IS MAINTAINING A SPEED OF AT LEAST MACH 0.03 GREATER THAN THAT OF THE FOLLOWING AIRCRAFT. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: FLIGHTS IN OCEANIC AIRSPACE MUST BE CONDUCTED UNDER INSTRUMENT FLIGHT RULES (IFR) PROCEDURES WHEN OPERATING:

A. BETWEEN SUNSET AND SUNRISE;

B. AT OR ABOVE FLIGHT LEVEL (FL) 60 WHEN OPERATING WITHIN THE NEW YORK, OAKLAND, ANCHORAGE AND HONOLULU FLIGHT INFORMATION REGIONS (FIRS); OR

C. ABOVE FL 180 WHEN OPERATING WITHIN THE MIAMI AND HOUSTON FIRS AND IN THE SAN JUAN CONTROL AREA.

FLIGHTS BETWEEN THE EAST COAST OF THE U.S. AND BERMUDA OR CARIBBEAN TERMINALS AND TRANSVERSING THE NEW YORK FIR AT OR ABOVE 5,500 FT. MSL SHOULD BE ESPECIALLY AWARE OF THIS REQUIREMENT. (FAA)

SPECIAL NOTICE: IF THE PILOT OF AN AIRCRAFT OPERATING IN INTERNATIONAL AIRSPACE UNDER U.S. JURISDICTION AND EQUIPPED WITH A CODED RADAR BEACON TRANSPONDER EXPERIENCES A LOSS OF TWO-WAY RADIO CAPABILITY, HE SHOULD:

A. ADJUST HIS TRANSPONDER TO REPLY ON MODE A/3, CODE 7700 FOR A PERIOD OF 1 (ONE) MINUTE;

B. THEN CHANGE TO CODE 7600 AND REMAIN ON 7600 FOR A PERIOD OF 15 MINUTES OR THE REMAINDER OF THE FLIGHT WHICHEVER OCCURS FIRST;

C. REPEAT STEPS A. AND B., AS PRACTICABLE.

THE PILOT SHOULD UNDERSTAND THAT HE MAY NOT BE IN AN AREA OF RADAR COVERAGE. MANY RADAR FACILITIES ARE ALSO NOT PRESENTLY EQUIPPED TO AUTOMATICALLY DISPLAY CODE 7600 AND WILL INTERROGATE 7600 ONLY WHEN THE AIRCRAFT IS UNDER DIRECT RADAR CONTROL AT THE TIME OF RADIO FAILURE. HOWEVER, REPLYING ON 7700 FIRST INCREASES THE PROBABILITY OF EARLY DETECTION OF A RADIO FAILURE CONDITION. (FAA)

SPECIAL NOTICE--INSTRUCTIONS FOR USING FAA FORM 7233-4. INTERNATIONAL FLIGHT PLAN FORM: AMENDMENT 6 (APPLICABLE NOVEMBER 21, 1985) TO ICAO DOC 4444 SPECIFIES SEVERAL CHANGES IN ICAO INTERNATIONAL FLIGHT PLAN FORMAT. FAA WILL ACCEPT THE NEW ICAO FORMAT, EXCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS. THEREFORE, TO COMPLY AS CLOSELY AS POSSIBLE WITH AMENDMENT 6, THE FOLLOWING ADDITIONAL PROCEDURES WILL APPLY BEGINNING NOVEMBER 21 WHEN USING FAA FORM 7233-4:

1. FAA FORM 7233-4, ITEM 13 HAS A SPACE FOR FIR BOUNDARIES AND ESTIMATED TIMES. FAA REQUIRES FILED FIR BOUNDARIES AND ESTIMATED TIMES. HOWEVER, PUT THAT INFORMATION IN ITEM 18. OTHER INFORMATION, AS SPECIFIED IN ICAO FORMAT.

2. CONCERNING FAA FORM 7233-4, ITEM 15, THE U.S. AIR TRAFFIC SERVICE DOES NOT ACCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS.

3. IN ITEM 17, IN THE SECTION LABELED ETA, INSTEAD PUT TOTAL ESTIMATED ELAPSED TIME (TOTAL EET).

THE PRESENT SUPPLY OF FAA FORM 7233-4 WILL BE USED UNTIL EXHAUSTED AND REPLACED BY A NEW REVISED FAA INTERNATIONAL FLIGHT PLAN FORM.

THIS IS TO REMIND PILOTS OF THE NEED TO CONTINUOUSLY GUARD THE VHF EMERGENCY FREQUENCY 121.5 MHZ WHEN ON LONG OVER-WATER FLIGHTS, EXCEPT WHEN COMMUNICATIONS ON OTHER VHF CHANNELS, EQUIPMENT LIMITATIONS OR COCKPIT DUTIES PREVENT SIMULTANEOUS GUARDING OF TWO CHANNELS. GUARDING OF 121.5 MHZ IS PARTICULARLY CRITICAL WHEN OPERATING IN PROXIMITY TO FLIGHT INFORMATION REGION (FIR) BOUNDARIES, FOR EXAMPLE, OPERATIONS ON ATS ROUTE R220 BETWEEN ANCHORAGE AND TOKYO, SINCE IT SERVES TO FACILITATE COMMUNICATIONS WITH REGARD TO AIRCRAFT WHICH MAY EXPERIENCE IN-FLIGHT EMERGENCIES, COMMUNICATIONS, OR NAVIGATIONAL DIFFICULTIES. (REFERENCE ICAO ANNEX 10, VOL II, PARAS 5.2.2.1.1.1 AND 5.2.2.1.1.2.) (FAA 3/86)

ANCHORAGE CTA/FIR

SPECIAL NOTICE -- NAVIGATION WARNING: U.S. AIRCRAFT FLYING BETWEEN ALASKA AND JAPAN ARE CAUTIONED OF THE ABSOLUTE NECESSITY OF REMAINING OVER INTERNATIONAL WATERS AT ALL TIMES IN ORDER TO AVOID DANGEROUS CONSEQUENCES WHICH COULD RESULT FROM UNAUTHORIZED OVERFLIGHT OF SOVIET TERRITORY. RECOGNITION THAT MANY FLIGHT TRACKS ON THIS ROUTE PROVIDE MINIMUM SEPARATION FROM SOVIET AIRSPACE FURTHER EMPHASIZES THE NEED FOR ALL PILOTS TO USE ALL EXISTING NAVIGATIONAL CAPABILITY. THE FAA THEREFORE RECOMMENDS THAT ALL PILOTS FLYING BETWEEN ALASKA AND JAPAN TAKE UTMOST PRECAUTIONS TO AVOID FLYING OVER SOVIET TERRITORY. PILOTS AND OPERATORS OF SMALL AIRCRAFT PERFORMING BEAR HUNTING FLIGHTS OR OTHER TYPES OF FLIGHT IN THE BERING STRAIT AREA ARE ALSO URGED TO TAKE UTMOST PRECAUTION TO AVOID ANY OPERATION IN USSR AIRSPACE.(FAA)

SPECIAL NOTICE - TO CLARIFY ENROUTE COMMUNICATIONS PROCEDURES AND DOCUMENT THOSE NOW GENERALLY EMPLOYED IN SUPPORT OF FLIGHT OPERATIONS IN THE ANCHORAGE ARCTIC CTA/FIR BEYOND LINE OF SIGHT RANGE OF REMOTE CONTROL VHF AIR/GROUND FACILITIES OPERATED FROM THE ANCHORAGE ACC. FLIGHT CREWS OPERATING AIRCRAFT IN THAT AIRSPACE UNDER THOSE CIRCUMSTANCES ARE EXPECTED TO MAINTAIN COMMUNICATIONS WITH CAMBRIDGE BAY RADIO AND A LISTENING OR SELCAL WATCH ON HF FREQUENCIES OF NORTH ATLANTIC DELTA NAT D NETWORK, VIZ. 2971, 4675, 8891, 11279 KHZ. CAMBRIDGE BAY RADIO WILL ACCOMPLISH NECESSARY RELAY BETWEEN ENROUTE AIRCRAFT AND THE ANCHORAGE CENTER. ADDITIONALLY AND IN VIEW OF REPORTED MARGINAL RECEPTION OF HONOLULU PACIFIC VOLMET BROADCAST IN THAT AND ADJACENT CANADIAN AIRSPACE, CAMBRIDGE BAY RADIO CAN PROVIDE ANCHORAGE AND FAIRBANKS SURFACE OBSERVATIONS AND TERMINAL FORECASTS TO FLIGHT CREWS ON REQUEST. (FAA)

ARCTIC CONTROL AREA TRACK

EFFECTIVE 0901 UTC MAY 8, 1986, ARTIC CONTROL AREA TRACKS ARE AMENDED TO READ AS FOLLOWS:

TRACK OSCAR:

ANC VOR (61 09.1N 150 12.3W) - TKA VOR (62 18.0N 150 06.2W) - 70 00.0N 151.00.0W - 80 00.0N 141 00.0W (COMPULSORY REP) - 85 40 ON 115 00.0W (COMPULSORY REP) - 87 00.0N 60 00.0W (COMPULSORY REP).

TRACK PAPA:

ENN VORTAC (64 35.4N 149 04.2W) 70 00.0N 146 00.0W - 74 56.8N 141 00.0W (COMPULSORY REP) - 83 00.5N 115 00.0W (COMPULSORY REP) - 85 00.0N 60 00.0W (COMPULSORY REP).

TRACK QUEBEC: FAI VORTAC (64 48.0N 148 00.6W) - 70 00:0N 143 00.0W - 71 33.7N 141 00.0W (COMPULSORY REP) - 80 17.1N 115 00.0W (COMPULSORY REP) - LT NDB (82 31.6N 62 12.1W) (COMPULSORY REP) -

TRACKS ROMEO AND SIERRA REMAIN UNCHANGED. (FAA 3/86)

MIAMI CTA/FIR

MIAMI ARTCC: AIRCRAFT ON IFR FLIGHT PLANS ENTERING THE MIAMI CTA/FIR AT FL 240 AND ABOVE FROM THE HAVANA CTA/FIR ARE REQUESTED TO ESTABLISH COMMUNICATIONS WITH MIAMI CENTER AT LEAST 10 MINUTES PRIOR TO THE BOUNDARY ON THE FOLLOWING FREQUENCIES: B646, G448--132.2 VHF AND 306.9 UHF; A301, G437 AND R628--128.75 VHF AND 270.3 UHF. AIRCRAFT ON IFR FLIGHT PLAN ENTERING MIAMI CTA/FIR FROM PORT 'AU' PRINCE OR SANTO DOMINGO CTA/FIR CONTACT MIAMI ARTC CENTER ON 132.3/307.2 AT LEAST TEN (10) MINUTES PRIOR TO REACHING MIAMI CTA/FIR BOUNDARY FOR ATC CLEARANCE. (FAA)

SPECIAL NOTICE - MIAMI OCEANIC CTA. EFFECTIVE IMMEDIATELY, AIR TRAFFIC PROPOSING OPERATION IN THE MIAMI OCEANIC CTA EAST OF 80 DEGREES WEST AND SOUTH OF 30 DEGREES NORTH, AT AND ABOVE FL240 BETWEEN 1200Z AND 0000Z, SHOULD EXPECT ROUTING VIA ESTABLISHED AIRWAYS OR APPROVED PART 95 ROUTES.

ALSO, DURING THE SAME PERIOD, A555 BETWEEN ZBB NDB AND GT NDB, AT AND ABOVE FL240, WILL BE RESERVED FOR NORTHWEST BOUND TRAFFIC ONLY.

AIRCRAFT PROPOSING FLIGHT SOUTHEASTWARD ON THAT PORTION OF A555, AT OR ABOVE FL240, CAN EXPECT ROUTING VIA ZBV, BR55V, COBBL, BR1L GT.

THIS ROUTING WILL BE REFERRED TO AS THE MISAN ROUTE. DURING THE PERIOD 1200Z TO 0000Z, THAT PORTION OF BR1L COMPRISING THE MISAN ROUTE WILL BE RESERVED FOR SOUTHEAST BOUND TRAFFIC ONLY. (FAA 1/85)

SPECIAL NOTICE - MIAMI OCEANIC CTA MIAMI ARTCC IS UTILIZING A SECONDARY RADAR SYSTEM FROM AN ANTENNA LOCATED ON THE ISLAND OF GRAND TURK BRITISH WEST INDIES. IFR AIRCRAFT WITHIN 200 NAUTICAL MILES OF THE ANTENNA ABOVE FL240 CAN EXPECT RADAR SEPARATION FROM OTHER IFR AIRCRAFT. RADAR SEPARATION WILL BE UTILIZED BELOW FL240 FOR THOSE PARTICIPATING AIRCRAFT WITHIN THE ANTENNA COVERAGE. THERE IS NO PRIMARY RADAR DATA OR WEATHER INFORMATION AVAILABLE FROM THIS SYSTEM. SOME OVERLAP BETWEEN THIS ANTENNA AND THE PICO DEL ESTE, PUERTO RICO ANTENNA IS AVAILABLE AT AND ABOVE FL240. OVERLAPPING COVERAGE WEST OF GRAND TURK IS NOT YET AVAILABLE. SINCE RADAR SEPARATION IS DEPENDENT UPON THE RECEIPT OF A TRANSPONDER RETURN, ALL AIRCRAFT WITHIN THE 200 NM COVERAGE OF THE SYSTEM ARE REQUIRED TO UTILIZE TRANSPONDER CODES AS ASSIGNED BY ATC OR THE APPROPRIATE STRATUM CODE.

AIRCRAFT DEPARTING AND OVERFLYING THE SANTO DOMINGO AND PORT AU PRINCE FIRS CAN EXPECT ATC ASSIGNED CODES FROM THOSE AGENCIES. INITIAL CALL UP TO MIAMI CENTER PRIOR TO CROSSING THE CTA/FIR BOUNDARY WILL PERMIT EARLY RADAR IDENTIFICATION AND IS NECESSARY. RADAR FLIGHT FOLLOWING OF VFR AIRCRAFT WILL BE AVAILABLE ON A WORKLOAD PERMITTING BASIS. THE PRIMARY ATC FREQUENCY IS 132.3 AND 307.2. MIAMI CENTER IS COMMISSIONING A SECOND FREQUENCY PAIR 135.2 AND 327.0 FOR FUTURE USE. (FAA 92/85)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: THE ATTENTION OF PILOTS PLANNING FLIGHTS WITH THE NEW YORK OCEANIC FLIGHT INFORMATION REGION IS DIRECTED TO THE COMMUNICATION AND POSITION REPORTING REQUIREMENTS SPECIFIED IN THE FOLLOWING ICAO DOCUMENTS: ANNEX 2, PARAGRAPH 3.5.9; ANNEX 11, PARAGRAPH 6.1.2; PANS-RAC 4444, PART 11, PARAGRAPH 13, AND DOC 7030, PARAGRAPHS 4 AND 6. THE COMMUNICATIONS REQUIREMENTS FOR IFR FLIGHTS WITHIN THE NEW YORK OCEANIC CONTROL AREA ARE:

1. FUNCTIONING TWO-WAY RADIO COMMUNICATIONS EQUIPMENT CAPABLE OF COMMUNICATING WITH AT LEAST ONE APPROPRIATE GROUND STATION FROM ANY POINT ON THE ROUTE.
2. MAINTAIN A CONTINUOUS LISTENING WATCH ON THE APPROPRIATE RADIO FREQUENCY.
3. REPORT POSITIONS IN SPECIFIED CIRCUMSTANCES.

NOTE: HF COMMUNICATION IS REQUIRED FOR OCEANIC FLIGHT. THE ABILITY TO COMMUNICATE AT ANY POINT OF THE ROUTE IS NECESSARY FOR THE CONTROL PROCESS. INABILITY TO COMPLY IS IN VIOLATION OF THE REQUIREMENTS STATED ABOVE. NO VHF COMMUNICATIONS ARE AVAILABLE FOR POSITION REPORTING FOR FLIGHT THROUGH NEW YORK OCEANIC AIRSPACE. (FAA)

SPECIAL NOTICE--BERMUDA: THE NEW YORK AREA CONTROL CENTER HAS DELEGATED CONTROL AUTHORITY AND FLIGHT INFORMATION RESPONSIBILITY WITHIN A 180 NM RADIUS OF THE BERMUDA VOR AT FL 500 AND BELOW TO THE BERMUDA TERMINAL CONTROL AREA FACILITY (TCAF). THE BERMUDA TCAF USES POSITIVE RADAR CONTROL PROCEDURES WITHIN THE BERMUDA CONTROL AREA. CANCELLATION OF IFR FLIGHT AFTER ENTRY INTO THE CONTROL AREA IS NOT PERMITTED. ALL INBOUND TRANSPONDER EQUIPPED AIRCRAFT SHALL RESPOND ON MODE 3A, CODE 2100 UPON ENTRY INTO THE CONTROL AREA. NON-TRANSPONDER EQUIPPED AIRCRAFT OR AIRCRAFT WITH INOPERATIVE TRANSPONDER SHALL BE ASSIGNED SPECIFIC IFR FLIGHT LEVELS UPON ENTERING THE CONTROL AREA. ALL INTERNATIONAL FLIGHTS WHICH PLAN TO PENETRATE THE CONTROL AREA, MUST INCLUDE THE BERMUDA TCAF AS AN AFTN ADDRESSEE ON THE ICAO FILED FLIGHT PLAN. THE BERMUDA TCAF AFTN ADDRESS IS MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: EFFECTIVE IMMEDIATELY ALL AIR CARRIERS, PRIVATE AND MILITARY USERS FLIGHT PLANNING TO OPERATE THROUGH THE NEW YORK OCEANIC CONTROL AREA SHALL, IN ACCORDANCE WITH ICAO DOCUMENT 7030, PARA 4.6, ADD NEW YORK OCEANIC CONTROL AS KZNYZQ AS AN ADDRESSEE. FOR THOSE FOLLOWING THIS PROCEDURE, PLEASE ENSURE THAT CORRECT CALL LETTERS ARE BEING USED. MANY FLIGHT PLANS ARE BEING DUPLICATED AND IN SOME CASES TRIPLICATED. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: SEE THE ENTRY FOR PANAMA IN THE SECTION TITLED FOREIGN NOTICES IN THIS PUBLICATION.

SAN JUAN CTA/FIR

SPECIAL NOTICE: ALL VFR AIRCRAFT ENTERING AND DEPARTING THE SAN JUAN FIR/CTA WILL PROVIDE SAN JUAN RADIO WITH AN ICAO FLIGHT PLAN. ALL AIRCRAFT MUST ESTABLISH 2 WAY COMMUNICATIONS WITH SAN JUAN ON 126.7, 122.2, 123.65 OR 255.4. COMMUNICATION CAN ALSO BE ESTABLISHED BY USING THE VOR FREQUENCY FOR RECEIVING AND TRANSMITTING ON 122.1 FOR BORINQUEN (BQN), MAYAGUEZ (MAZ), PONCE (PSE), ST. THOMAS (STT). THE ST. CROIX TRANSMITTING FREQUENCY TO USE IS 123.6. IF UNABLE TO CONTACT SAN JUAN RADIO THE PILOT IS RESPONSIBLE FOR NOTIFYING ADJACENT ATS UNITS AND REQUEST THAT A POSITION REPORT BE RELAYED TO SAN JUAN RADIO FOR SEARCH AND RESCUE PURPOSES AND FLIGHT FOLLOWING. THIS IS IN ACCORDANCE WITH ICAO DOC. 4444, PART II, PARA. 14.1.1, PARA. 14.1.4; PART VI, PARA. 1.2.1 AND PARA. 2.2.2, ANNEX 11, CHAPTER 6, PARA. 6.1.2.1, PARA. 5.1.1, PARA. 5.2.1, PARA. 5.2.2, PARA. 5.2.2.3, PARA. 5.3.2.4, PARA. 5.4.1. (FAA)

SPECIAL NOTICE--ALL IFR OR VFR AIRCRAFT LANDING AT PUERTO RICO INTERNATIONAL, ISLA GRANDE, HARRY S. TRUMAN, OR ALEXANDER HAMILTON AIRPORTS THAT REQUIRE CUSTOMS, CONTACT SAN JUAN IFSS ONE HOUR PRIOR TO LANDING AND REQUEST CUSTOMS BE ADVISED (ADCUS). ALSO INCLUDE ADCUS IN THE REMARKS SECTION OF THE FLIGHT PLAN. ADCUS SERVICE IS NOT AVAILABLE AT OTHER AIRPORTS IN THE SAN JUAN FIR. PILOTS ARE RESPONSIBLE FOR ADVISING CUSTOMS OF THEIR INTENDED ARRIVAL IN ACCORDANCE WITH PROCEDURES CONTAINED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL. (SAN JUAN IFSS 101200.)

HOUSTON/MIAMI CTA/FIR-NY OCEANIC CONTROL AREA

SPECIAL NOTICE: A LARGE SCALE METEOROLOGICAL STUDY WILL BE CONDUCTED FROM JANUARY 15 TO MARCH 15, 1986, IN THE OFFSHORE AIRSPACE ADJACENT TO THE UNITED STATES GULF AND EAST COASTS. THE PROJECT, KNOWN AS "GALE_GENESIS OF ATLANTIC LOW EXPERIMENT," WILL INVESTIGATE THE DEVELOPMENT OF EAST COAST STORMS WHICH PRESENT A SERIOUS FORECASTING PROBLEM. SOME 10 OR MORE AIRCRAFT WILL BE DEPLOYED TO FLY ROUTES AND FLIGHT PATTERNS WITHIN THE GALE PROJECT STUDY AREA. ACTIVITIES WILL INCLUDE DROPWINDSONDE RELEASES ALONG PREDETERMINED TRACKS IN THE UNITED STATES GULF AND ATLANTIC OFFSHORE AREAS BETWEEN 80 DEGREES WEST LONGITUDE AND 70 DEGREES WEST LONGITUDE. ALL DROPWINDSONDE RELEASES WILL OCCUR MORE THAN 60NM OFFSHORE. ACTUAL FLIGHT TIMES WILL DEPEND ON DEVELOPING STORM CONDITIONS. PILOTS OPERATING WITHIN THE GALE STUDY AREA MAY RECEIVE STATUS INFORMATION FROM THE APPROPRIATE ATC FACILITY. (FAA)

NORTH AMERICAN ROUTES
(NAR)

"Due to the decommissioning of the Nitchequon NDB, the North American Routes for North Atlantic Traffic (NAR) are revised effective May 8, 1986, as follows.

Delete:

NA 328

Add:

NAR Westbound Routes - Common Portion

NAR Designator	Coastal Fix	Route Description	Inland Navigational Facility
NA 248	HADOK	Eric HL 563 J563	Albany
NA 252	HADOK	Eric HL 563 Baie Comeau HL 555	Charlevoix
NA 316	NAIN	HL548 Shefferville HANDA Chibougamau HL 570 J570	Albany
NA 324	NAIN	HL 548 Shefferville FIDEL Timmins HL 548 J548 Pullman V84 PAPPI	Chicago
NA 326	NAIN	HL 548 Shefferville HANDA Chibougamau HL 570	Montreal/Mirabel/ Dorval
NA 332	NAIN	HL 548 Shefferville HANDA VAL-d'OR	Midland
NA 336	NAIN	HL 548 Shefferville HANDA Chibougamau HL 597	Killaloe
NA 348	KUUJJUAQ	Baddy Chibougamau HL 570	Montreal/Mirabel/ Dorval
NA 354	KUUJJUAQ	Baddy Chibougamau HL 597	Killaloe

NAR Eastbound Routes - Common Portion

NAR Designator	Inland Navigational Facility	Route Description	Coastal Fix
NA 247	Charlevoix	HL 555 Baie Comeau HL 563 Eric"	HADOK

NORTH AMERICAN ROUTES
(NAR)

"The North American Routes for North Atlantic Traffic (NAR) are revised effective March 13, 1986, as follows:

Delete:

NA 346, NA 350

Add:

NAR Westbound Routes - Common Portion

NAR Designator	Coastal Fix	Route Description	Inland Navigational Facility
NA 356	KUUJJUAQ	HL479 LG4 VAL-D'OR HL545	Midland

The above changes reflect the decommissioning of the Nitchequon NDB, and also, eliminate the possibility of any misunderstanding between NA 350 and FL 350."

☆U.S. Government Printing Office : 1986 - 491-881/30016

Flight Information Publication

International Notices to Airmen

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INTERNATIONAL NOTICES TO AIRMEN

U.S. Department of Transportation
Federal Aviation Administration

TD 4.11:

FOREWORD

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION IS A BI-WEEKLY PUBLICATION CONTAINING SIGNIFICANT INTERNATIONAL NOTAM INFORMATION AND SPECIAL NOTICES WHICH MAY AFFECT A PILOT'S DECISION TO ENTER OR USE CERTAIN AREAS OF FOREIGN OR INTERNATIONAL AIRSPACE. THIS PUBLICATION COMPLEMENTS AND EXPANDS DATA CARRIED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL, AVAILABLE UPON SEPARATE SUBSCRIPTION. ALL PILOTS SHOULD REVIEW THE FOREIGN AIRSPACE AND ENTRY RESTRICTIONS PUBLISHED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL DURING THE FLIGHT PLANNING PROCESS. FOREIGN AIRSPACE PENETRATION WITHOUT OFFICIAL AUTHORIZATION CAN INVOLVE BOTH DANGER TO THE AIRCRAFT AND THE IMPOSITION OF SEVERE PENALTIES AND INCONVENIENCE TO BOTH PASSENGERS AND CREW. A FLIGHT PLAN ON FILE WITH ATC AUTHORITIES DOES NOT NECESSARILY CONSTITUTE THE PRIOR PERMISSION REQUIRED BY CERTAIN OTHER AUTHORITIES. THE POSSIBILITY OF FATAL CONSEQUENCES CANNOT BE IGNORED IN SOME AREAS OF THE WORLD.

THE INFORMATION CONTAINED IS DERIVED FROM INTERNATIONAL NOTAMS AND OTHER APPROPRIATE SOURCES. INTERNATIONAL NOTAMS ARE OF TWO TYPES, CLASS ONE INTERNATIONAL NOTAMS AND CLASS TWO INTERNATIONAL NOTAMS. CLASS ONE NOTAMS ARE THOSE NOTAMS DISSEMINATED VIA TELECOMMUNICATIONS. THESE NOTAMS ARE MADE AVAILABLE VIA TELECOMMUNICATIONS TO THE U.S. FLYING PUBLIC THROUGH THE INTERNATIONAL NOTAM OFFICE IN WASHINGTON, D.C., VIA THE LOCAL FLIGHT SERVICE STATIONS. CLASS TWO NOTAMS ARE NOTAMS DISSEMINATED VIA POSTAL SERVICES AND ARE NOT READILY AVAILABLE TO THE U.S. FLYING PUBLIC. THIS PUBLICATION COVERS NOTAM AND OTHER TEMPORARY, HAZARDOUS CONDITIONS WHICH ARE NOT READILY AVAILABLE TO THE FLYING PUBLIC AND INCLUDES INFORMATION ON RECORD AS OF 1200Z ON THE DATE APPEARING ON THE COVER. FOR LATEST INFORMATION, CONSULT CLASS I NOTAMS ISSUED BY TELECOMMUNICATIONS AT ANY FAA FLIGHT SERVICE STATION. THE FOREIGN NOTICES INCLUDED, ARE TO THE MAXIMUM EXTENT POSSIBLE, CARRIED AS ISSUED. THE ABBREVIATIONS USED ARE, IN MOST ALL INSTANCES, THOSE ABBREVIATIONS LISTED IN ICAO DOCUMENT DOC 8400. INFORMATION INCLUDED WILL INDICATE THE SOURCE FOLLOWING THE ENTRY. THIS WILL ASSIST THE USER IN ESTABLISHING THE CURRENCY OF THE INFORMATION CONTAINED, SHOULD HE SO DESIRE, WITH THE ORIGINATOR OF THE INFORMATION (SEE THE INTERNATIONAL FLIGHT INFORMATION MANUAL FOR FOREIGN NOTAM OFFICE AREAS OF RESPONSIBILITY AND FOR A LISTING OF FOREIGN NOTAM OFFICES WITH WHICH THE U.S. INTERNATIONAL NOTAM OFFICE EXCHANGES INFORMATION). INFORMATION SOURCES WILL BE INDICATED AS I OR II FOR CLASS ONE AND CLASS TWO NOTAMS, FOLLOWED BY THE NOTAM NUMBER; AIP FOR AERONAUTICAL INFORMATION PUBLICATION CHANGES, FOLLOWED BY THE AIP CHANGE NUMBER; AIC FOR AERONAUTICAL INFORMATION CIRCULAR, FOLLOWED BY THE AIC NUMBER; DOS FOR DEPARTMENT OF STATE ADVISORIES; AND FAA FOR FEDERAL AVIATION ADMINISTRATION.

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION GIVES WORLD WIDE COVERAGE IN EACH ISSUE. COVERAGE FOR THE U.S. AND ITS EXTERNAL TERRITORIES IS LIMITED AND NORMALLY WILL NOT INCLUDE DATA AVAILABLE ON DOMESTIC NOTAM CIRCUITS OR PUBLISHED IN OTHER OFFICIAL SOURCES AVAILABLE TO THE USER.

EACH ISSUE OF THIS PUBLICATION IS COMPLETE IN ITSELF AS FAR AS DATA OF A TEMPORARY NATURE IS CONCERNED. TEMPORARY DATA IS REPEATED IN EACH ISSUE UNTIL THE CONDITION CEASES TO EXIST. PERMANENT DATA WILL BE CARRIED UNTIL IT IS SUFFICIENTLY PROMULGATED OR IS AVAILABLE IN OTHER PERMANENT SOURCES. THESE ITEMS WILL BE PREFIXED BY A SOLID DOT (•) WHEN THEY ARE TO BE REMOVED FROM FUTURE EDITIONS. THIS WILL AID THE USER IN THE IDENTIFICATION OF THOSE PERMANENT ITEMS WHICH HE, THE USER, MAY WISH TO RETAIN FOR HIS OWN RECORDS. NEW ITEMS TO THIS PUBLICATION ARE IDENTIFIED BY UNDERSCORING THE FIRST LINE OF THE NEW ENTRY.

IN CARRYING OUT ITS EXPRESSED PURPOSE OF PROVIDING A NOTICE TO AIRMEN SERVICE, THIS PUBLICATION INCLUDES DATA ISSUED BY FOREIGN GOVERNMENTS. IT SHOULD BE CLEARLY UNDERSTOOD THAT THE PUBLICATION OF SUCH DATA IN NO WAY CONSTITUTES A LEGAL RECOGNITION OF THE INTERNATIONAL VALIDITY OF SUCH DATA. THE SCOPE OF THIS PUBLICATION PRECLUDES ANY ATTEMPT TO TABULATE ALL NOTAM DATA. WHILE EVERY EFFORT IS MADE TO PUBLISH ALL PERTINENT DATA, THE FEDERAL AVIATION ADMINISTRATION CANNOT ASSUME ANY LIABILITY FOR FAILURE TO PUBLISH ANY PARTICULAR ITEM.

COMMUNICATIONS WITH THE EDITORS OF THIS PUBLICATION, INCLUDING NOTIFICATION OF ERRONEOUS OR OBSOLETE DATA, SHOULD BE DIRECTED TO THE FEDERAL AVIATION ADMINISTRATION, FLIGHT INFORMATION AND OBSTRUCTIONS BRANCH (ATO-210), 800 INDEPENDENCE AVE., SW, WASHINGTON, D.C. 20591 (TELEPHONE 202-426-8790, 0800-1700 MONDAY-FRIDAY; OTHER TIMES CALL 202-426-3390). SUBSCRIPTIONS FOR THIS PUBLICATION SHOULD NOT BE FORWARDED TO THE FEDERAL AVIATION ADMINISTRATION. THIS PUBLICATION IS SOLD BY THE SUPERINTENDENT OF DOCUMENTS, U.S. GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C. 20402. ALL QUERIES CONCERNING YOUR SUBSCRIPTION OR PRICES SHOULD BE DIRECTED ONLY TO THE SUPERINTENDENT OF DOCUMENTS.

FOREIGN NOTICES

CARIBBEAN

SPECIAL NOTICE: SEE SPECIAL NOTICE UNDER CARIBBEAN IN THE INTERNATIONAL OCEANIC AIRSPACE NOTICE.

CUBA

AIRCRAFT ARRIVING FROM OR DEPARTING FOR CUBA MUST LAND AT OR DEPART FROM FORT LAUDERDALE-HOLLYWOOD AIRPORT.

IRAN -- PERSIAN GULF

THE IRANIAN AIRSPACE IS CLOSED TO UNITED STATES AIRCRAFT. FLIGHT PLAN AND LATEST INFORMATION REGARDING AIRCRAFT THAT FLY IN THE PORTION OF TEHRAN FIR OVER THE PERSIAN GULF SHOULD BE MADE AVAILABLE TO TEHRAN ACC EITHER DIRECTLY OR THROUGH BAHRAIN ACC OR BANDAR ABBASS, BUSHER ATC. AIRCRAFT THAT FAIL TO DO SO SHOULD REFRAIN FROM FLYING OVER AND IN THE VICINITY OF ANY INSTALLATION BELONGING TO ISLAMIC REPUBLIC OF IRAN. AREA CONTROL SERVICE PROVIDED BY TEHRAN ACC ALONG ATS 21 AND OTHER ATS ROUTES OVER THE PERSIAN GULF IS REDUCED TO FLIGHT INFORMATION SERVICE UNTIL FURTHER NOTICE DUE TO TEMPORARY DEFICIENCIES IN VHF COMMUNICATIONS. COMMUNICATIONS ARE AVAILABLE ON HF FREQUENCIES 13336, 8847, 5680, 5603 AND 6624KHZ AND VHF FREQUENCIES 134.1 AND 118.1MHZ. TEHRAN ASSUMES NO RESPONSIBILITY FOR THE PORTIONS OF ATS ROUTES R21 AND B56 WHICH ARE OVER THE HIGH SEAS. FLIGHTS MAY BE SUBJECT TO VISUAL IDENTIFICATION BY MILITARY AIRCRAFT ACCORDING TO ICAO REGULATIONS. OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD BE AWARE THAT THE FAA IS NOT A DIRECT RECIPIENT OF IRANIAN NOTAMS AND THAT THE ABOVE INFORMATION MAY NOT BE COMPLETE AND CURRENT. PILOTS PLANNING TO OPERATE IN THE PERSIAN GULF AREA SHOULD VERIFY NOTAMS WITH A FACILITY RECEIVING CURRENT NOTAM INFORMATION. DUE TO THE TENSIONS AND HOSTILITIES IN THE PERSIAN GULF AREA IT IS RECOMMENDED THAT OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD CONTINUE TO FLIGHT PLAN SO AS NOT TO FLY OVER THE PERSIAN GULF EAST OF AIRWAY B-55 OR NORTH OF AIRWAY A-55. (FAA FDC 4/334)

U.S.NAVAL FORCES IN THE PERSIAN GULF, STRAIT OF HORMUZ, GULF OF OMAN AND ARABIAN SEA (NORTH OF 20 DEGREES NORTH) ARE TAKING ADDITIONAL DEFENSIVE PRECAUTIONS AGAINST TERRORIST THREATS. AIRCRAFT AT ALTITUDES LESS THAN 2000 FT. AGL WHICH ARE NOT CLEARED FOR APPROACH/DEPARTURE TO OR FROM A REGIONAL AIRPORT ARE REQUESTED TO AVOID APPROACHING CLOSER THAN 5 NM TO U.S.NAVAL FORCES.

IT IS ALSO REQUESTED THAT AIRCRAFT APPROACHING WITHIN 5 NM ESTABLISH AND MAINTAIN RADIO CONTACT WITH U.S.NAVAL FORCES ON 121.5 MHZ VHF OR 243.0 MHZ UHF. AIRCRAFT WHICH APPROACH WITHIN 5 NM AT ALTITUDES LESS THAT 2000 FT. AGL WHOSE INTENTIONS ARE UNCLEAR TO U.S.NAVAL FORCES MAY BE HELD AT RISK BY U.S. DEFENSIVE MEASURES. THIS IS A JOINT USCINCPAC AND USCINCCENT NOTAM AFFECTING OPERATIONS WITHIN THEIR RESPECTIVE AREA OF RESPONSIBILITY. (112119 KFDC)

LEBANON

DUE TO SAFETY IN AIR COMMERCE AND AIR TRANSPORTATION, AND THE PUBLIC INTEREST, ALL U.S. AIR CARRIERS (PART 121/135/125) ARE PROHIBITED FROM OPERATING INTO BEIRUT INTERNATIONAL AIRPORT. (FAA RWA 5/106).

NETHERLANDS ANTILLES

PRINSES BEATRIX AIRPORT - ARUBA: DUE TO FREQUENT VIOLATION OF ARTICLE 29 OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION AND OF OUR NATIONAL LAWS AND REGULATIONS ON THE SAME SUBJECT, AIRMEN ARE ADVISED THAT STRICT INSPECTION OF AIRCRAFT DOCUMENTS AND CREW MEMBER LICENSES WILL BE CARRIED OUT AND THAT FAILURE TO CARRY VALID DOCUMENTS AND CERTIFICATES MAY RESULT IN LEGAL PROSECUTION. (II 18/82)

NICARAGUA

ALL NATIONAL AND FOREIGN REGISTERED AIRCRAFT PROVIDING SCHEDULED OR NON-SCHEDULED COMMERCIAL SERVICE OR GENERAL AVIATION SERVICE NEEDING TO REFUEL AT THE AUGUSTO C. SANDINO INTERNATIONAL AIRPORT SHALL MAKE ARRANGEMENTS TO DO SO WITH THE AIRPORT ADMINISTRATION, WHICH IS THE ONLY AGENCY AUTHORIZED TO PROVIDE THIS SERVICE.(II A4/85)

PANAMA

SPECIAL NOTICE: EN ROUTE IFR FLIGHTS OPERATING WITHIN THE PANAMA CTA AND OUTSIDE THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ARE REQUIRED TO ESTABLISH AND MAINTAIN COMMUNICATIONS WITH PANAMA RADIO. IFR ACFT ENTERING THE PANAMA CTA SHALL MAKE A STANDARD POSITION REPORT AT THE CTA BOUNDARY TO PANAMA ARTCC THROUGH PANAMA RADIO. PRIMARY AND ALTERNATE FREQUENCIES: PRIMARY 6649 KHZ, ALTERNATE 2944 KHZ WHEN OPERATING SOUTH OF 09-00N/TBG. PRIMARY 6577 KHZ, ALTERNATE 8918 KHZ WHEN OPERATING NORTH OF 09-00N/TBG. ADDITIONAL FREQUENCIES AVAILABLE ARE 5520 KHZ, AND 11396 KHZ. U.S. MILITARY FLIGHTS AND CIVIL ACFT UNABLE TO ESTABLISH COMMUNICATIONS WITH PANAMA RADIO MAY UTILIZE ALBROOK AIRWAYS ON USB FREQUENCIES 5710 KHZ 0200-1200Z, 6683 KHZ 0000-1400Z, 8993/11176 KHZ 24 HOURS DAILY, 15015 KHZ 1200-0200Z, 18019 KHZ 1400-2400. WHEN OPERATING WITHIN THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ENROUTE IFR AIRCRAFT ARE REQUIRED TO MAINTAIN DIRECT PILOT/CONTROLLER COMMUNICATIONS UTILIZING 125.5 OR 352.0 MHZ, ALTERNATES 120.3 OR 317.7 MHZ. ALL AIRCRAFT OPERATING WITHIN THE PANAMA CTA/FIR EQUIPPED WITH FUNCTIONING TRANSPONDER SHOULD SET TRANSPONDERS TO REPLY ON THE FOLLOWING MODES/CODES IN ACCORDANCE WITH TYPE OF FLIGHT PLAN AND ALTITUDE STRATUM. IFR AIRCRAFT BELOW FLIGHT LEVEL 200 MODE A/3 CODE 1100. AT AND ABOVE FLIGHT LEVEL 200 MODE A/3 CODE 2100. VFR AIRCRAFT, MODE A/3 CODE 1200. OTHER TRANSPONDERS REPLIES WILL BE ASSIGNED BY PANAMA ACC AS NECESSARY. (FAA)

THAILAND

BANGKOK INTERNATIONAL AIRPORT - PEAK HOURS: DUE TO CRITICAL AIR TRAFFIC SATURATION AT BANGKOK INTERNATIONAL AIRPORT, WITH IMMEDIATE EFFECT, PEAK HOURS AT BANGKOK INTERNATIONAL AIRPORT ARE FROM 0200 TO 0530Z, 1000 TO 1300Z AND FROM 1500 TO 1700Z. ALL FOREIGN INTERNATIONAL NONSCHEDULED AIRCRAFT SHOULD AVOID TO LAND WITH TRAFFIC PURPOSE AT BANGKOK INTERNATIONAL AIRPORT DURING THE DECLARED PEAK HOURS. RESTRICTION DURING PEAK HOURS FROM 1500 TO 1700Z SHALL BE STRICTLY IMPOSED ON NONSCHEDULED B-747 TO LAND WITH ANY PURPOSES. (AIC 1/81)

ZAMBIA

LUSAKA FIR NON-SCHEDULED FLIGHTS: THE ZAMBIAN AIRSPACE IS NOW OPEN TO ALL NONSCHEDULED FLIGHTS EXCEPT WESTERN PROVINCE. THOSE OPERATORS WISHING TO OPERATE INTO OR OVERFLY WESTERN PROVINCE OF ZAMBIA MUST APPLY TO THE COMMANDER ZAMBIA NATIONAL DEFENSE FORCES GIVING 10 DAYS PRIOR NOTICE AND APPROVAL MUST BE RECEIVED BY THE APPLICANT BEFORE FLIGHT IS UNDERTAKEN.

THE APPLICATION MUST INCLUDE THE FOLLOWING:

A. PILOTS NAME;
B. OPERATORS NAME AND ADDRESS;
C. TYPE OF AIRCRAFT AND REGISTRATION;
D. ROUTE OR AREA OF OPERATION; AND
E. PURPOSE OF FLIGHT DATES, TIMINGS, ETC.

ALL APPLICATIONS ARE DIRECTED TO THE COMMANDER Z.N.D. FORCES. (II 5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

CANARY ISLANDS

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, BECAUSE OF INCIDENTS IN THE WESTERN SAHARA REGION ON JANUARY 21 AND FEBRUARY 21, 1985, RESULTING IN AIRCRAFT DOWNINGS WHICH WERE MOST LIKELY CAUSED BY SURFACE TO AIR MISSLE FIRINGS, IT IS STRONGLY RECOMMENDED THAT FLIGHTS MAINTAIN A MINIMUM ALTITUDE OF 20,000 FEET IN THAT AREA OF THE CARARYS FLIGHT INFORMATION REGION (FIR) OVER THE LAND MASS OF THE WESTERN SAHARA SOUTH OF 26 DEGREES NORTH LATITUDE AND FOR A DISTANCE OF FIVE NAUTICAL MILES OUT TO SEA PARALLEL TO THE SAHANAR COAST. FOR FLIGHTS OPERATING TO OR FROM DAKHLA (EX VILLA CISNEROS) - 20 DEGREES, FIFTY-FOUR MINUTES NORTH LATITUDE; 17 DEGREES 4 MINUTES WEST LONGITUDE. RECOMMEND ALL DESCENTS BE MADE FROM SEAWARD AND CLIMB TO SEAWARD UNTIL PASSING 20,000 FEET OR UNTIL PASSING MORE THAN FIVE NAUTICAL MILES FROM THE COAST. (DOS 086863 3/85)

CHAD

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, ALL AIRCRAFT ARE FORBIDDEN FLIGHT IN CERTAIN CHADIAN SKIES SO AS TO AVOID MILITARY INTERCEPTION OR WORSE. THE AFFECTED AIRSPACE IS DESCRIBED AS THAT NORTH OF THE LINE CONNECTING COORDINATE 12 DEGREES 37'N, 16 DEGREES 16'E AND COORDINATE 13 DEGREES 43'N, 22 DEGREES 07'E.

THE ORDINANCE DELIMITS THE AFFECTED AIRSPACE AS FOLLOWS:

A. TO THE WESTERN, NORTHERN, AND EASTERN FRONTIER OF CHAD BETWEEN 10 DEGREES 48'N, 15 DEGREES 05'E AND 13 DEGREES 43'N, 22 DEGREES 07'E.

B. TO THE SOUTH, 80 NM ARC CENTERED ON FL VOR DELIMITED BY THE COORDINATES 10 DEGREES 48'N, 15 DEGREES 05'E AND 12 DEGREES 37'N, 16 DEGREES 16'E.

C. STRAIGHT LINE CONNECTING COORDINATES 12 DEGREES 37'N, 16 DEGREES 16'E AND 13 DEGREES 43'N, 22 DEGREES 07'E.

AIRCRAFT APPROACHING NDJAMENA THROUGH THE RESTRICTED AIRSPACE MUST OBTAIN ADVANCE CLEARANCE BY CONTACTING AUTHORIES IN NDJAMENA ON EITHER OF THE FOLLOWING FREQUENCIES: 119.7 MHZ OR 118.1 MHZ. (DOS 1196 3/86)

COLOMBIA

THE GOVERNMENT OF COLOMBIA HAS A RESTRICTED AIR TRAFFIC ZONE OVER MOST OF THE SANTA MARTA MOUNTAINS, ALL OF THE STATE OF GUAJIRA, AND ALL TERRITORIAL WATERS NORTH OF THESE AREAS (12NM FROM THE COAST LINE). THE ZONE EXTENDS TO AN ALTITUDE OF 7,000 FEET, EXCEPT OVER THE MOUNTAINS, WHERE IT EXTENDS TO 20,000 FEET. PILOTS FORCED TO ENTER THIS REGION SHOULD NOTIFY COLOMBIAN CIVIL AVIATION AUTHORITIES IN ADVANCE AND BE PREPARED TO PROPERLY IDENTIFY THEMSELVES, THEIR AIRCRAFT, AND BE ABLE TO JUSTIFY A FORCED LANDING. IT IS MANDATORY THAT ANY PILOT TRANSITTING THIS AREA HAVE PERMISSION AND FLIGHT PLAN ON FILE AT LEAST 24 HOURS IN ADVANCE OF ENTERING COLOMBIAN AIRSPACE. (DOS 5/83)

NICARAGUA

THE GOVERNMENT OF NICARAGUA IS TIGHTENING ITS REGULATIONS REGARDING COMMERCIAL, PRIVATE AND MILITARY FLIGHTS INTO THEIR COUNTRY. PILOTS PLANNING FLIGHTS TO NICARAGUA SHOULD ASSURE THAT ENTRY, OVERFLIGHT AND LANDING AUTHORIZATION HAVE BEEN OBTAINED FROM THE APPROPRIATE AVIATION AUTHORITY PRIOR TO DEPARTURE AND THAT WHEN OPERATING WITHIN THEIR AIRSPACE STRICTLY COMPLY WITH THOSE REGULATIONS RELATING TO THE FLIGHT AND MANEUVER OF THE AIRCRAFT. (DOS 6/81)

THE GOVERNMENT OF NICARAGUA HAS IMPOSED A 10 MILE WIDE CORRIDOR. AIRWAY B4 HAS BEEN COMBINED WITH A1 AND RUNS APOPA-ANAPO-ARLEN (1159N-8659W)-MGA. ARIEN IS AT A BEARING OF 246 DEGREES FROM MANAGUA. AIR TRAFFIC ENTERING OR EXITING COSTA RICA VIA NICARAGUA MUST FLY OVER LOS CHILES IN NORTHERNMOST COSTA RICA. THE CORRIDOR IS CONNECTED TO MANAGUA. (DOS 5/23/84)

PANAMA

THE PANAMANIA DIRECTORATE OF CIVIL AVIATION (DAC) HAS CHANGED THE LANDING REQUIREMENTS FOR GENERAL AVIATION AIRCRAFT LANDING IN PANAMA. DUE TO DRUG TRAFFICKERS WHO MAY BE USING PANAMA TO FERRY ILLEGAL DRUGS TO THE UNITED STATES, PRIOR PERMISSION MUST BE OBTAINED FOR ALL PRIVATE AIRCRAFT LANDING IN PANAMA. (DOS 7/85)

WEST INDIES - ASSOCIATED STATES

TURKS AND CAICOS ISLANDS: CHARTER, COMMERCIAL AND FREIGHT AIRCRAFT REQUIRE 24 HOURS PRIOR PERMISSION TO LAND. ADDRESS TO: TELEX: 8227, CHIEFMIN TO. (FAA)

GENERAL

COORDINATED UNIVERSAL TIME (UTC)

INTERNATIONAL DATE/TIME GROUP CHANGE. EFFECTIVE 0001 UTC DECEMBER 19, 1985, THE UNITED STATES WILL ADOPT PROVISIONS CONTAINED IN ICAO AERONAUTICAL INFORMATION SERVICES (AIS) ANNEX 15 AMENDMENT 25 PERTAINING TO DATE/TIME GROUPS ON ALL INTERNATIONAL CLASS I NOTAM(S).

EXAMPLE:

PRESENTLY.........B) 13021900 C) 15022300

13 = DAY 02 = MONTH 19 = HOUR 00 = MINUTES

WILL BE CHANGED TO READ.......B) 02131900 C) 02152300

02 = MONTH 13 = DAY 19 = HOUR 00 = MINUTES

(A0056/85 KFDC)

NORTH ATLANTIC

POSITION REPORTING PROCEDURE

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION:

1. THE FOLLOWING REVISED POSITION REPORTING PROCEDURE REQUIRING THE INCLUSION OF AN ADDITIONAL ITEM (ITEM H) IN THE POSITION REPORT, WILL BE IMPLEMENTED ON A TRIAL BASIS BY GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK OACS, IN ORDER TO PROVIDE FOR EARLIEST POSSIBLE DETECTION OF MISUNDERSTANDINGS REGARDING THE ROUTE TO BE FOLLOWED BY AIRCRAFT IN THE NAT REGION AND ADJACENT TRANSITION AREAS.

2. EFFECTIVE 0900 GMT ON 20 NOVEMBER 1979, AIRCRAFT ENTERING, OPERATING WITHIN, OR LEAVING THE OCEANIC CONTROL AREAS OF GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK WILL TRANSMIT THE FOLLOWING ELEMENTS OF INFORMATION IN POSITION REPORTS TO THE APPROPRIATE OCEANIC CONTROL CENTRE:

   A. THE WORD "POSITION";
   B. AIRCRAFT IDENTIFICATION;
   C. PRESENT POSITION;
   D. TIME OVER PRESENT POSITION (HOURS AND MINUTES);
   E. PRESENT FLIGHT LEVEL;
   F. ESTIMATED POSITION ON ASSIGNED ROUTE;
   G. TIME FOR ESTIMATED POSITION (HOURS AND MINUTES);
   H. NEXT POSITION ON ASSIGNED ROUTE;
   I. ANY FURTHER INFORMATION, D.C., AIREP DATA OR COMPANY MESSAGE.

SPOKEN EXAMPLE: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

WRITTEN EXAMPLE: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: IN VIEW OF THE CURRENT ENERGY SITUATION, THE FOLLOWING POINTS ARE BROUGHT TO THE ATTENTION OF NAT PILOTS WITH A VIEW TO ENSURING THAT EACH AIRCRAFT IS OPERATED AS CLOSE AS POSSIBLE TO ITS OPTIMUM FLIGHT LEVEL AND MACH NUMBER.

1. PILOTS SHOULD REQUEST A CHANGE OF FLIGHT LEVEL OR MACH NUMBER WHENEVER THIS WOULD IMPROVE THE OPERATING EFFICIENCY OF THE AIRCRAFT. REFUSALS, DUE TO OTHER TRAFFIC, SHOULD NOT DETER PILOTS FROM CONTINUING TO MAKE SUCH REQUESTS.

2. WHEN CIRCUMSTANCES RENDER THIS FEASIBLE, CONTROLLERS WILL ASK ANOTHER AIRCRAFT TO ACCEPT A HIGHER FLIGHT LEVEL OR CHANGE OF MACH NUMBER IN ORDER TO FACILITATE CLEARANCES FOR AIRCRAFT WHICH WOULD OTHERWISE EXPERIENCE A SIGNIFICANT PENALTY. IN AGREEING TO SUCH A REQUEST, PILOTS WILL CONTRIBUTE TO THE OVERALL ECONOMY IN FUEL USED.

3. WHERE POSSIBLE, PILOTS SHOULD GIVE ADVANCE WARNING OF A REQUEST; E.G., IF A WESTBOUND FLIGHT WISHES TO CLIMB AT 30° W, IT WILL ASSIST THE CONTROLLER IF THE REQUEST IS MADE WITH THE 20° W POSITION REPORT.

SPECIAL NOTICE - WEATHER REPORTING IN NORTH ATLANTIC

EFFECTIVE SEPTEMBER 1, 1983 AN INCREASED WEATHER REPORTING REQUIREMENT FOR TRANS-ATLANTIC FLIGHTS WILL BE INTRODUCED ON A TRIAL BASIS. THE PURPOSE OF THE TRIAL IS TO ESTABLISH THE PRACTICALITY OF IMPROVING THE ACCURACY OF METEOROLOGICAL FORECASTS BY MEANS OF ENHANCED AIRCRAFT REPORTS.

THE AIRCRAFT OBSERVATIONS AND REPORTS REQUIRED FOR THE TRIAL PERIOD ARE:

ALL AIRCRAFT FLYING IN THE GANDER OCEANIC, SHANWICK OCEANIC, NEW YORK OCEANIC, AND SANTA MARIA OCEANIC FLIGHT INFORMATION REGIONS BETWEEN NORTH AMERICA AND EUROPE, IN EITHER DIRECTION, SHALL MAKE, RECORD, AND REPORT ROUTINE METEOROLOGICAL OBSERVATIONS AT EACH DESIGNATED REPORTING POINT AND AT THE INTERMEDIATE MID-POINT BETWEEN SUCH REPORTING POINTS, EXCEPT THAT:

1.) THE MID-POINT OBSERVATION SHALL NOT BE THE SUBJECT OF A SPECIAL REPORT, BUT WILL BE RETAINED FOR TRANSMISSION AT THE NEXT DESIGNATED REPORTING POINT, AND

2.) AIRCRAFT CLEARED ON AN ORGANIZED TRACK SHALL BE REQUIRED TO MAKE, RECORD, AND REPORT ROUTINE OBSERVATIONS ONLY WHEN SO DESIGNATED AT THE TIME OF RECEIVING THEIR OCEANIC CLEARANCE.

THE FORMAT TO BE USED FOR REPORTING THE ADDITIONAL OBSERVATIONS SHALL BE BY REFERENCE TO THE LATITUDE (DEGREES AND MINUTES) AND LONGITUDE (DEGREES ONLY) OF THE INTERMEDIATE MID-POINT. EXAMPLE:

POS TW 760 62N 040W 0815
F410 61N 030W 0848 60N 020W NEXT MS56
220/55 6230N 045W MS 60 270/80

THE PERIOD OF THE TRIAL IS NOT FIXED. IN THE EVENT THAT PROBLEMS OF FREQUENCY CONGESTION, ETC., ARISE, THE TRIAL WOULD BE CURTAILED. ALTERNATELY, SUCCESSFUL OPERATION WILL ENABLE THE TRAIL PROCEDURES TO BE ADOPTED ON A PERMANENT BASIS.

SPECIAL NOTICE - NEW YORK VOLMET

NEW YORK VOLMET FREQUENCY 13270 KHZ BROADCASTS FROM 1 HOUR BEFORE SUNRISE TO 1 HOUR AFTER SUNSET. FREQUENCY 3485 KHZ BROADCASTS FROM 1 HOUR AFTER SUNSET TO 1 HOUR BEFORE SUNRISE. THE NEW YORK VOLMET CONTINUES ITS 24 HOUR-A-DAY BROADCAST ON FREQUENCIES 6604 KHZ AND 10051 KHZ. (FAA)

ATLANTIC AREA LORAN-C INFO: THE CURRENT OPERATIONAL STATUS OF ALL ATLANTIC AREA LORAN-C STATIONS IS AVAILABLE FROM THE FIVE COORDINATOR'S OF CHAIN OPERATIONS (COCO'S). THE COCO MONITORS THE DAY-TO-DAY OPERATIONS OF THE LORAN-C CHAIN AND PROVIDES INFORMATION WITH A RECORDED TELEPHONE ANNOUNCEMENT OR RESPONDS TO QUERIES DIRECTED TO THE COCO PERSONALLY. PERTINENT TELEPHONE NUMBERS FOLLOW:

A. COCO GREAT LAKES (8970) AND NORTHEAST (9960) CHAINS IS LOCATED AT LORAN STATION SENECA, N.Y.: RECORDED ANNOUNCEMENT: (607) 869-5395. COCO: (607) 869-1334, FTS 957-5334.

B. COCO CANADIAN EASTCOAST (5930) AND LABRADOR SEA (7930) CHAINS IS LOCATED AT LORAN MONITOR STATION ST. ANTHONY NFLD CANADA. RECORDED ANNOUNCEMENT: (709) 454-3261. COCO: (709) 454-2392.

C. COCO SOUTHEAST (7980) CHAIN IS LOCATED AT LORAN STATION MALONE.

D. IF ADDITIONAL INFORMATION IS REQUIRED AFTER CONTACTING COCO'S, CONTACT THE CHAIN MANAGER AT GOVERNORS ISLAND, N.Y.: (212) 668-7880 OR FTS 664-7880.

E. SCHEDULED LORAN-C OFF-AIR TIMES ARE PUBLISHED BY NOTIFICATIONS OR ANNOUNCEMENTS IN LOCAL NOTICE TO MARINERS, CANADIAN COAST GRUAD NOTICES TO SHIPPING (NOTSHIP'S), AND ON THE PRERECORDED SERVICE FOR THE PERTINENT CHAIN. IN MANY CASES, SCHEDULED OUTAGES ARE PRECEEDED BY A COAST GUARD MARINE RADIO BROADCAST IN THE AREA WHERE THE COVERAGE WILL BE AFFECTED.

F. FOR BETTER SERVICE OF ANY REQUEST FOR OPERATIONS DATA (E.G., TO CHECK ON A SUSPECTED LORAN-C SYSTEM ABNORMALITY), PLEASE SUPPLY THE RATE AND DATE/TIME OF THE EVENT YOU WISH TO REPORT. THIS WILL ENABLE COORDINATOR OF CHAIN OPERATIONS TO QUICKLY CHECK THE RECORDS FOR THE PERIOD IN QUESTION AND GIVE A MORE EXACT ANSWER.

1. PACIFIC AREA LORAN-C INFO: INFORMATION CONCERNING CENTRAL PACIFIC (4990), CANADIAN WEST COAST (9940), NORTHWEST PACIFIC (9970), AND NORTH PACIFIC (9990) CHAINS MAY BE OBTAINED FROM THE REGIONAL MANAGER IN SAN FRANCISCO, CA AT (415) 437-3224.

2. EUROPEAN LORAN-C INFO: INFORMATIN CONCERNING THE ICELANDIC (9980), NORWEGIAN SEA (7970), AND THE MEDITERREANEAN SEA (7990) CHAINS MAY BE OBTAINED FROM THE CHAIN MANAGER AT U.S. COAST GUARD ACTIVITIES EUROPE, LONDON, UK AT 011-44-1-409-4758.

3. OMEGA: SUMMARY STATUS AND PROPAGATION ANOMALY NOTIFICATIONS ARE BROADCAST FROM WWV, FORT COLLINS, CO AT 16 MINUTES AFTER EACH HOUR. OTHER INFORMATION SOURCES ARE LISTED BELOW:

A. COAST GUARD ONSOD, WASHINGTON, D.C. (RECORDED ANNOUNCEMENT): (202) 245-0298 OR FTS 245-0298.

B. U.S. NAVAL OBSERVATORY (USNO) (AUTOMATED DATA SERVICE): (202) 653-1079 OR FTS 653-1079. FULL DUPLEX, EVEN PARITY 300 OR 1200 BAUD, ASCII.

C. IF ADDITIONAL INFORMATION IS REQUIRED, CONTACT THE OMEGA WATCHSTANDER AT ONSOD WASHINGTON, D.C.: (202) 243-0228 OR FTS 245-0228.

CARIBBEAN

SPECIAL NOTICE - CARIBBEAN

ROCK SOUND BAHAMAS RADIO BEACON (RSD) AND HAVANA CUBA RADIO BEACON (UHA) BOTH OPERATE ON FREQUENCY 348KHZ. BE ALERT FOR POSSIBLE INTERFERENCE. (FAA)

THE U.S. DEPARTMENT OF TRANSPORTATION WILL BE FLYING A LARGE WEATHER BALLOON OF 90 FEET IN LENGTH AT HEIGHTS UP TO 2500 FEET AT VARIOUS LOCATIONS IN THE CARIBBEAN, GULF OF MEXICO, AND FLORIDA WATERS. THIS BALLOON WILL BE TETHERED TO A SHIP; AIRMEN ARE ADVISED TO STAY CLEAR OF THE TETHER AS WELL AS THE BALLOON. THE BALLOON WILL USUALLY BE SEVERAL MILES AT SEA EXCEPT WHEN IT IS IN TRANSIT TO TEST SITES OR PULLING INTO DOCK, AT WHICH TIMES, THE BALLOON WILL BE FLOWN AT HEIGHTS FROM 150 TO 500 FEET. LOCAL CONTROL TOWERS WILL BE NOTIFIED BY THE COAST GUARD IN THE EVENT OF BALLOON FLIGHTS NEAR THEIR AIRPORTS. THE BALLOON AND TETHER WILL BE WELL MARKED BY STROBE LIGHTS AND FLAGS TO ASSURE VISIBILITY. (MIAMI FSS 6/29/84)

U.S. OVERLAND/OCEANIC NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. TEN MINUTES LONGITUDINAL SEPARATION MAY BE APPLIED BETWEEN TURBOJET AIRCRAFT TRANSITING ATS ROUTE G431 BETWEEN THE NEW YORK, MIAMI AND SAN JUAN OCEANIC CONTROL AREAS AND ALSO ON ATS ROUTES A25, A300 G432, AND A23 BETWEEN THE NEW YORK AND SAN JUAN OCEANIC CONTROL AREAS. THE USE OF 10 MINUTES LONGITUDINAL SEPARATION IS AUTHORIZED WITH ADHERENCE TO THE CRITERIA CONTAINED IN ATTACHMENT H TO ICAO DOC. 4444-RAC/501/10, PANSRAC, AND THE REGIONAL SUPPLEMENTARY PROCEDURES. SPECIFICALLY, 10 MINUTES LONGITUDINAL SEPARATION MAY BE USED BETWEEN TURBOJET AIRCRAFT FLYING AT THE SAME ALTITUDE/FLIGHT LEVEL PROVIDING THE FOLLOWING CONDITIONS ARE MET:

1. THE AIRCRAFT CONCERNED HAVE REPORTED OVER THE SAME ENTRY POINT INTO OCEANIC CONTROL AIRSPACE AND WILL FLY THE SAME TRACK OR CONTINUOUSLY DIVERGING TRACKS.

2. THE PRECEDING AIRCRAFT IS MAINTAINING A SPEED OF AT LEAST MACH 0.03 GREATER THAN THAT OF THE FOLLOWING AIRCRAFT. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: FLIGHTS IN OCEANIC AIRSPACE MUST BE CONDUCTED UNDER INSTRUMENT FLIGHT RULES (IFR) PROCEDURES WHEN OPERATING:

A. BETWEEN SUNSET AND SUNRISE;

B. AT OR ABOVE FLIGHT LEVEL (FL) 60 WHEN OPERATING WITHIN THE NEW YORK, OAKLAND, ANCHORAGE AND HONOLULU FLIGHT INFORMATION REGIONS (FIRS); OR

C. ABOVE FL 180 WHEN OPERATING WITHIN THE MIAMI AND HOUSTON FIRS AND IN THE SAN JUAN CONTROL AREA.

FLIGHTS BETWEEN THE EAST COAST OF THE U.S. AND BERMUDA OR CARIBBEAN TERMINALS AND TRANSVERSING THE NEW YORK FIR AT OR ABOVE 5,500 FT. MSL SHOULD BE ESPECIALLY AWARE OF THIS REQUIREMENT. (FAA)

SPECIAL NOTICE: IF THE PILOT OF AN AIRCRAFT OPERATING IN INTERNATIONAL AIRSPACE UNDER U.S. JURISDICTION AND EQUIPPED WITH A CODED RADAR BEACON TRANSPONDER EXPERIENCES A LOSS OF TWO-WAY RADIO CAPABILITY, HE SHOULD:

A. ADJUST HIS TRANSPONDER TO REPLY ON MODE A/3, CODE 7700 FOR A PERIOD OF 1 (ONE) MINUTE;

B. THEN CHANGE TO CODE 7600 AND REMAIN ON 7600 FOR A PERIOD OF 15 MINUTES OR THE REMAINDER OF THE FLIGHT WHICHEVER OCCURS FIRST;

C. REPEAT STEPS A. AND B., AS PRACTICABLE.

THE PILOT SHOULD UNDERSTAND THAT HE MAY NOT BE IN AN AREA OF RADAR COVERAGE. MANY RADAR FACILITIES ARE ALSO NOT PRESENTLY EQUIPPED TO AUTOMATICALLY DISPLAY CODE 7600 AND WILL INTERROGATE 7600 ONLY WHEN THE AIRCRAFT IS UNDER DIRECT RADAR CONTROL AT THE TIME OF RADIO FAILURE. HOWEVER, REPLYING ON 7700 FIRST INCREASES THE PROBABILITY OF EARLY DETECTION OF A RADIO FAILURE CONDITION. (FAA)

SPECIAL NOTICE--INSTRUCTIONS FOR USING FAA FORM 7233-4. INTERNATIONAL FLIGHT PLAN FORM: AMENDMENT 6 (APPLICABLE NOVEMBER 21, 1985) TO ICAO DOC 4444 SPECIFIES SEVERAL CHANGES IN ICAO INTERNATIONAL FLIGHT PLAN FORMAT. FAA WILL ACCEPT THE NEW ICAO FORMAT, EXCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS. THEREFORE, TO COMPLY AS CLOSELY AS POSSIBLE WITH AMENDMENT 6, THE FOLLOWING ADDITIONAL PROCEDURES WILL APPLY BEGINNING NOVEMBER 21 WHEN USING FAA FORM 7233-4:

1. FAA FORM 7233-4, ITEM 13 HAS A SPACE FOR FIR BOUNDARIES AND ESTIMATED TIMES. FAA REQUIRES FILED FIR BOUNDARIES AND ESTIMATED TIMES. HOWEVER, PUT THAT INFORMATION IN ITEM 18. OTHER INFORMATION, AS SPECIFIED IN ICAO FORMAT.

2. CONCERNING FAA FORM 7233-4, ITEM 15, THE U.S. AIR TRAFFIC SERVICE DOES NOT ACCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS.

3. IN ITEM 17, IN THE SECTION LABELED ETA, INSTEAD PUT TOTAL ESTIMATED ELAPSED TIME (TOTAL EET).

THE PRESENT SUPPLY OF FAA FORM 7233-4 WILL BE USED UNTIL EXHAUSTED AND REPLACED BY A NEW REVISED FAA INTERNATIONAL FLIGHT PLAN FORM.

THIS IS TO REMIND PILOTS OF THE NEED TO CONTINUOUSLY GUARD THE VHF EMERGENCY FREQUENCY 121.5 MHZ WHEN ON LONG OVER-WATER FLIGHTS, EXCEPT WHEN COMMUNICATIONS ON OTHER VHF CHANNELS, EQUIPMENT LIMITATIONS OR COCKPIT DUTIES PREVENT SIMULTANEOUS GUARDING OF TWO CHANNELS. GUARDING OF 121.5 MHZ IS PARTICULARLY CRITICAL WHEN OPERATING IN PROXIMITY TO FLIGHT INFORMATION REGION (FIR) BOUNDARIES, FOR EXAMPLE, OPERATIONS ON ATS ROUTE R220 BETWEEN ANCHORAGE AND TOKYO, SINCE IT SERVES TO FACILITATE COMMUNICATIONS WITH REGARD TO AIRCRAFT WHICH MAY EXPERIENCE IN-FLIGHT EMERGENCIES, COMMUNICATIONS, OR NAVIGATIONAL DIFFICULTIES. (REFERENCE ICAO ANNEX 10, VOL II, PARAS 5.2.2.1.1.1 AND 5.2.2.1.1.2.) (FAA 3/86)

ANCHORAGE CTA/FIR

SPECIAL NOTICE -- NAVIGATION WARNING: U.S. AIRCRAFT FLYING BETWEEN ALASKA AND JAPAN ARE CAUTIONED OF THE ABSOLUTE NECESSITY OF REMAINING OVER INTERNATIONAL WATERS AT ALL TIMES IN ORDER TO AVOID DANGEROUS CONSEQUENCES WHICH COULD RESULT FROM UNAUTHORIZED OVERFLIGHT OF SOVIET TERRITORY. RECOGNITION THAT MANY FLIGHT TRACKS ON THIS ROUTE PROVIDE MINIMUM SEPARATION FROM SOVIET AIRSPACE FURTHER EMPHASIZES THE NEED FOR ALL PILOTS TO USE ALL EXISTING NAVIGATIONAL CAPABILITY. THE FAA THEREFORE RECOMMENDS THAT ALL PILOTS FLYING BETWEEN ALASKA AND JAPAN TAKE UTMOST PRECAUTIONS TO AVOID FLYING OVER SOVIET TERRITORY. PILOTS AND OPERATORS OF SMALL AIRCRAFT PERFORMING BEAR HUNTING FLIGHTS OR OTHER TYPES OF FLIGHT IN THE BERING STRAIT AREA ARE ALSO URGED TO TAKE UTMOST PRECAUTION TO AVOID ANY OPERATION IN USSR AIRSPACE.(FAA)

SPECIAL NOTICE - TO CLARIFY ENROUTE COMMUNICATIONS PROCEDURES AND DOCUMENT THOSE NOW GENERALLY EMPLOYED IN SUPPORT OF FLIGHT OPERATIONS IN THE ANCHORAGE ARCTIC CTA/FIR BEYOND LINE OF SIGHT RANGE OF REMOTE CONTROL VHF AIR/GROUND FACILITIES OPERATED FROM THE ANCHORAGE ACC. FLIGHT CREWS OPERATING AIRCRAFT IN THAT AIRSPACE UNDER THOSE CIRCUMSTANCES ARE EXPECTED TO MAINTAIN COMMUNICATIONS WITH CAMBRIDGE BAY RADIO AND A LISTENING OR SELCAL WATCH ON HF FREQUENCIES OF NORTH ATLANTIC DELTA NAT D NETWORK, VIZ. 2971, 4675, 8891, 11279 KHZ. CAMBRIDGE BAY RADIO WILL ACCOMPLISH NECESSARY RELAY BETWEEN ENROUTE AIRCRAFT AND THE ANCHORAGE CENTER. ADDITIONALLY AND IN VIEW OF REPORTED MARGINAL RECEPTION OF HONOLULU PACIFIC VOLMET BROADCAST IN THAT AND ADJACENT CANADIAN AIRSPACE, CAMBRIDGE BAY RADIO CAN PROVIDE ANCHORAGE AND FAIRBANKS SURFACE OBSERVATIONS AND TERMINAL FORECASTS TO FLIGHT CREWS ON REQUEST. (FAA)

ARCTIC CONTROL AREA TRACK

EFFECTIVE 0901 UTC MAY 8, 1986, ARTIC CONTROL AREA TRACKS ARE AMENDED TO READ AS FOLLOWS:

TRACK OSCAR:

ANC VOR (61 09.1N 150 12.3W) - TKA VOR (62 18.0N 150 06.2W) - 70 00.0N 151.00.0W - 80 00.0N 141 00.0W (COMPULSORY REP) - 85 40 0N 115 00.0W (COMPULSORY REP) - 87 00.0N 60 00.0W (COMPULSORY REP).

TRACK PAPA:

ENN VORTAC (64 35.4N 149 04.2W) 70 00.0N 146 00.0W - 74 56.8N 141 00.0W (COMPULSORY REP) - 83 00.5N 115 00.0W (COMPULSORY REP) - 85 00.0N 60 00.0W (COMPULSORY REP).

TRACK QUEBEC: FAI VORTAC (64 48.0N 148 00.6W) - 70 00.0N 143 00.0W - 71 33.7N 141 00.0W (COMPULSORY REP) - 80 17.1N 115 00.0W (COMPULSORY REP) - LT NDB (82 31.6N 62 12.1W) (COMPULSORY REP) -

TRACKS ROMEO AND SIERRA REMAIN UNCHANGED. (FAA 3/86)

MIAMI CTA/FIR

MIAMI ARTCC: AIRCRAFT ON IFR FLIGHT PLANS ENTERING THE MIAMI CTA/FIR AT FL 240 AND ABOVE FROM THE HAVANA CTA/FIR ARE REQUESTED TO ESTABLISH COMMUNICATIONS WITH MIAMI CENTER AT LEAST 10 MINUTES PRIOR TO THE BOUNDARY ON THE FOLLOWING FREQUENCIES: B646, G448--132.2 VHF AND 306.9 UHF; A301, G437 AND R628--128.75 VHF AND 270.3 UHF. AIRCRAFT ON IFR FLIGHT PLAN ENTERING MIAMI CTA/FIR FROM PORT 'AU' PRINCE OR SANTO DOMINGO CTA/FIR CONTACT MIAMI ARTC CENTER ON 132.3/307.2 AT LEAST TEN (10) MINUTES PRIOR TO REACHING MIAMI CTA/FIR BOUNDARY FOR ATC CLEARANCE. (FAA)

SPECIAL NOTICE - MIAMI OCEANIC CTA. EFFECTIVE IMMEDIATELY, AIR TRAFFIC PROPOSING OPERATION IN THE MIAMI OCEANIC CTA EAST OF 80 DEGREES WEST AND SOUTH OF 30 DEGREES NORTH, AT AND ABOVE FL240 BETWEEN 1200Z AND 0000Z, SHOULD EXPECT ROUTING VIA ESTABLISHED AIRWAYS OR APPROVED PART 95 ROUTES.

ALSO, DURING THE SAME PERIOD, A555 BETWEEN ZBB NDB AND GT NDB, AT AND ABOVE FL240, WILL BE RESERVED FOR NORTHWEST BOUND TRAFFIC ONLY.

AIRCRAFT PROPOSING FLIGHT SOUTHEASTWARD ON THAT PORTION OF A555, AT OR ABOVE FL240, CAN EXPECT ROUTING VIA ZBV, BR55V, COBBL, BR1L GT.

THIS ROUTING WILL BE REFERRED TO AS THE MISAN ROUTE. DURING THE PERIOD 1200Z TO 0000Z, THAT PORTION OF BR1L COMPRISING THE MISAN ROUTE WILL BE RESERVED FOR SOUTHEAST BOUND TRAFFIC ONLY. (FAA 1/85)

SPECIAL NOTICE - MIAMI OCEANIC CTA MIAMI ARTCC IS UTILIZING A SECONDARY RADAR SYSTEM FROM AN ANTENNA LOCATED ON THE ISLAND OF GRAND TURK BRITISH WEST INDIES. IFR AIRCRAFT WITHIN 200 NAUTICAL MILES OF THE ANTENNA ABOVE FL240 CAN EXPECT RADAR SEPARATION FROM OTHER IFR AIRCRAFT. RADAR SEPARATION WILL BE UTILIZED BELOW FL240 FOR THOSE PARTICIPATING AIRCRAFT WITHIN THE ANTENNA COVERAGE. THERE IS NO PRIMARY RADAR DATA OR WEATHER INFORMATION AVAILABLE FROM THIS SYSTEM. SOME OVERLAP BETWEEN THIS ANTENNA AND THE PICO DEL ESTE, PUERTO RICO ANTENNA IS AVAILABLE AT AND ABOVE FL240. OVERLAPPING COVERAGE WEST OF GRAND TURK IS NOT YET AVAILABLE. SINCE RADAR SEPARATION IS DEPENDENT UPON THE RECEIPT OF A TRANSPONDER RETURN, ALL AIRCRAFT WITHIN THE 200 NM COVERAGE OF THE SYSTEM ARE REQUIRED TO UTILIZE TRANSPONDER CODES AS ASSIGNED BY ATC OR THE APPROPRIATE STRATUM CODE.

AIRCRAFT DEPARTING AND OVERFLYING THE SANTO DOMINGO AND PORT AU PRINCE FIRS CAN EXPECT ATC ASSIGNED CODES FROM THOSE AGENCIES. INITIAL CALL UP TO MIAMI CENTER PRIOR TO CROSSING THE CTA/FIR BOUNDARY WILL PERMIT EARLY RADAR IDENTIFICATION AND IS NECESSARY. RADAR FLIGHT FOLLOWING OF VFR AIRCRAFT WILL BE AVAILABLE ON A WORKLOAD PERMITTING BASIS. THE PRIMARY ATC FREQUENCY IS 132.3 AND 307.2. MIAMI CENTER IS COMMISSIONING A SECOND FREQUENCY PAIR 135.2 AND 327.0 FOR FUTURE USE. (FAA 92/85)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: THE ATTENTION OF PILOTS PLANNING FLIGHTS WITH THE NEW YORK OCEANIC FLIGHT INFORMATION REGION IS DIRECTED TO THE COMMUNICATION AND POSITION REPORTING REQUIREMENTS SPECIFIED IN THE FOLLOWING ICAO DOCUMENTS: ANNEX 2, PARAGRAPH 3.5.9; ANNEX 11, PARAGRAPH 6.1.2; PANS-RAC 4444, PART 11, PARAGRAPH 13, AND DOC 7030, PARAGRAPHS 4 AND 6. THE COMMUNICATIONS REQUIREMENTS FOR IFR FLIGHTS WITHIN THE NEW YORK OCEANIC CONTROL AREA ARE:

1. FUNCTIONING TWO-WAY RADIO COMMUNICATIONS EQUIPMENT CAPABLE OF COMMUNICATING WITH AT LEAST ONE APPROPRIATE GROUND STATION FROM ANY POINT ON THE ROUTE.
2. MAINTAIN A CONTINUOUS LISTENING WATCH ON THE APPROPRIATE RADIO FREQUENCY.
3. REPORT POSITIONS IN SPECIFIED CIRCUMSTANCES.

NOTE: HF COMMUNICATION IS REQUIRED FOR OCEANIC FLIGHT. THE ABILITY TO COMMUNICATE AT ANY POINT OF THE ROUTE IS NECESSARY FOR THE CONTROL PROCESS. INABILITY TO COMPLY IS IN VIOLATION OF THE REQUIREMENTS STATED ABOVE. NO VHF COMMUNICATIONS ARE AVAILABLE FOR POSITION REPORTING FOR FLIGHT THROUGH NEW YORK OCEANIC AIRSPACE. (FAA)

SPECIAL NOTICE--BERMUDA: THE NEW YORK AREA CONTROL CENTER HAS DELEGATED CONTROL AUTHORITY AND FLIGHT INFORMATION RESPONSIBILITY WITHIN A 180 NM RADIUS OF THE BERMUDA VOR AT FL 500 AND BELOW TO THE BERMUDA TERMINAL CONTROL AREA FACILITY (TCAF). THE BERMUDA TCAF USES POSITIVE RADAR CONTROL PROCEDURES WITHIN THE BERMUDA CONTROL AREA. CANCELLATION OF IFR FLIGHT AFTER ENTRY INTO THE CONTROL AREA IS NOT PERMITTED. ALL INBOUND TRANSPONDER EQUIPPED AIRCRAFT SHALL RESPOND ON MODE 3A, CODE 2100 UPON ENTRY INTO THE CONTROL AREA. NON-TRANSPONDER EQUIPPED AIRCRAFT OR AIRCRAFT WITH INOPERATIVE TRANSPONDER SHALL BE ASSIGNED SPECIFIC IFR FLIGHT LEVELS UPON ENTERING THE CONTROL AREA. ALL INTERNATIONAL FLIGHTS WHICH PLAN TO PENETRATE THE CONTROL AREA, MUST INCLUDE THE BERMUDA TCAF AS AN AFTN ADDRESSEE ON THE ICAO FILED FLIGHT PLAN. THE BERMUDA TCAF AFTN ADDRESS IS MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: EFFECTIVE IMMEDIATELY ALL AIR CARRIERS, PRIVATE AND MILITARY USERS FLIGHT PLANNING TO OPERATE THROUGH THE NEW YORK OCEANIC CONTROL AREA SHALL, IN ACCORDANCE WITH ICAO DOCUMENT 7030, PARA 4.6, ADD NEW YORK OCEANIC CONTROL AS KZNYZQ AS AN ADDRESSEE. FOR THOSE FOLLOWING THIS PROCEDURE, PLEASE ENSURE THAT CORRECT CALL LETTERS ARE BEING USED. MANY FLIGHT PLANS ARE BEING DUPLICATED AND IN SOME CASES TRIPLICATED. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: SEE THE ENTRY FOR PANAMA IN THE SECTION TITLED FOREIGN NOTICES IN THIS PUBLICATION.

SAN JUAN CTA/FIR

SPECIAL NOTICE: ALL VFR AIRCRAFT ENTERING AND DEPARTING THE SAN JUAN FIR/CTA WILL PROVIDE SAN JUAN RADIO WITH AN ICAO FLIGHT PLAN. ALL AIRCRAFT MUST ESTABLISH 2 WAY COMMUNICATIONS WITH SAN JUAN ON 126.7, 122.2, 123.65 OR 255.4. COMMUNICATION CAN ALSO BE ESTABLISHED BY USING THE VOR FREQUENCY FOR RECEIVING AND TRANSMITTING ON 122.1 FOR BORINQUEN (BQN). MAYAGUEZ (MAZ). PONCE (PSE). ST. THOMAS (STT). THE ST. CROIX TRANSMITTING FREQUENCY TO USE IS 123.6. IF UNABLE TO CONTACT SAN JUAN RADIO THE PILOT IS RESPONSIBLE FOR NOTIFYING ADJACENT ATS UNITS AND REQUEST THAT A POSITION REPORT BE RELAYED TO SAN JUAN RADIO FOR SEARCH AND RESCUE PURPOSES AND FLIGHT FOLLOWING. THIS IS IN ACCORDANCE WITH ICAO DOC. 4444, PART II, PARA. 14.1.1, PARA. 14.1.4; PART VI, PARA. 1.2.1 AND PARA. 2.2.2, ANNEX 11, CHAPTER 6, PARA. 6.1.2.1, PARA. 5.1.1, PARA. 5.2.1, PARA. 5.2.2, PARA. 5.2.2.3, PARA. 5.3.2.4, PARA. 5.4.1. (FAA)

SPECIAL NOTICE--ALL IFR OR VFR AIRCRAFT LANDING AT PUERTO RICO INTERNATIONAL, ISLA GRANDE, HARRY S. TRUMAN, OR ALEXANDER HAMILTON AIRPORTS THAT REQUIRE CUSTOMS, CONTACT SAN JUAN IFSS ONE HOUR PRIOR TO LANDING AND REQUEST CUSTOMS BE ADVISED (ADCUS). ALSO INCLUDE ADCUS IN THE REMARKS SECTION OF THE FLIGHT PLAN. ADCUS SERVICE IS NOT AVAILABLE AT OTHER AIRPORTS IN THE SAN JUAN FIR. PILOTS ARE RESPONSIBLE FOR ADVISING CUSTOMS OF THEIR INTENDED ARRIVAL IN ACCORDANCE WITH PROCEDURES CONTAINED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL. (SAN JUAN IFSS 101200.)

HOUSTON/MIAMI CTA/FIR-NY OCEANIC CONTROL AREA

SPECIAL NOTICE: A LARGE SCALE METEOROLOGICAL STUDY WILL BE CONDUCTED FROM JANUARY 15 TO MARCH 15, 1986, IN THE OFFSHORE AIRSPACE ADJACENT TO THE UNITED STATES GULF AND EAST COASTS. THE PROJECT, KNOWN AS "GALE__GENESIS OF ATLANTIC LOW EXPERIMENT," WILL INVESTIGATE THE DEVELOPMENT OF EAST COAST STORMS WHICH PRESENT A SERIOUS FORECASTING PROBLEM. SOME 10 OR MORE AIRCRAFT WILL BE DEPLOYED TO FLY ROUTES AND FLIGHT PATTERNS WITHIN THE GALE PROJECT STUDY AREA. ACTIVITIES WILL INCLUDE DROPWINDSONDE RELEASES ALONG PREDETERMINED TRACKS IN THE UNITED STATES GULF AND ATLANTIC OFFSHORE AREAS BETWEEN 90 DEGREES WEST LONGITUDE AND 70 DEGREES WEST LONGITUDE. ALL DROPWINDSONDE RELEASES WILL OCCUR MORE THAN 60NM OFFSHORE. ACTUAL FLIGHT TIMES WILL DEPEND ON DEVELOPING STORM CONDITIONS. PILOTS OPERATING WITHIN THE GALE STUDY AREA MAY RECEIVE STATUS INFORMATION FROM THE APPROPRIATE ATC FACILITY. (FAA)

NORTH AMERICAN ROUTES
(NAR)

"Due to the decommissioning of the Nitchequon NDB, the North American Routes for North Atlantic Traffic (NAR) are revised effective May 8, 1986, as follows.

Delete:

NA 328

Add:

NAR Westbound Routes - Common Portion

NAR Designator	Coastal Fix	Route Description	Inland Navigational Facility
NA 248	HADOK	Eric HL 563 J563	Albany
NA 252	HADOK	Eric HL 563 Baie Comeau HL 555	Charlevoix
NA 316	NAIN	HL548 Shefferville HANDA Chibougamau HL 570 J570	Albany
NA 324	NAIN	HL 548 Shefferville FIDEL Timmins HL 548 J548 Pullman V84 PAPPI	Chicago
NA 326	NAIN	HL 548 Shefferville HANDA Chibougamau HL 570	Montreal/Mirabel/Dorval
NA 332	NAIN	HL 548 Shefferville HANDA VAL-d'OR	Midland
NA 336	NAIN	HL 548 Shefferville HANDA Chibougamau HL 597	Killaloe
NA 348	KUUJJUAQ	Baddy Chibougamau HL 570	Montreal/Mirabel/Dorval
NA 354	KUUJJUAQ	Baddy Chibougamau HL 597	Killaloe

NAR Eastbound Routes - Common Portion

NAR Designator	Inland Navigational Facility	Route Description	Coastal Fix
NA 247	Charlevoix	HL 555 Baie Comeau HL 563 Eric"	HADOK

NORTH AMERICAN ROUTES
(NAR)

"The North American Routes for North Atlantic Traffic (NAR) are revised effective March 13, 1986, as follows:

Delete:

NA 346, NA 350

Add:

NAR Westbound Routes - Common Portion

NAR Designator	Coastal Fix	Route Description	Inland Navigational Facility
NA 356	KUUJJUAQ	HL479 LG4 VAL-D'OR HL545	Midland

The above changes reflect the decommissioning of the Nitchequon NDB, and also, eliminate the possibility of any misunderstanding between NA 350 and FL 350."

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Flight Information Publication
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INTERNATIONAL NOTICES TO AIRMEN

U.S. Department of Transportation
Federal Aviation Administration

TD4.11:

FOREWORD

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION IS A BI-WEEKLY PUBLICATION CONTAINING SIGNIFICANT INTERNATIONAL NOTAM INFORMATION AND SPECIAL NOTICES WHICH MAY AFFECT A PILOT'S DECISION TO ENTER OR USE CERTAIN AREAS OF FOREIGN OR INTERNATIONAL AIRSPACE. THIS PUBLICATION COMPLEMENTS AND EXPANDS DATA CARRIED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL, AVAILABLE UPON SEPARATE SUBSCRIPTION. **ALL PILOTS SHOULD REVIEW THE FOREIGN AIRSPACE AND ENTRY RESTRICTIONS PUBLISHED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL DURING THE FLIGHT PLANNING PROCESS. FOREIGN AIRSPACE PENETRATION WITHOUT OFFICIAL AUTHORIZATION CAN INVOLVE BOTH DANGER TO THE AIRCRAFT AND THE IMPOSITION OF SEVERE PENALTIES AND INCONVENIENCE TO BOTH PASSENGERS AND CREW. A FLIGHT PLAN ON FILE WITH ATC AUTHORITIES DOES NOT NECESSARILY CONSTITUTE THE PRIOR PERMISSION REQUIRED BY CERTAIN OTHER AUTHORITIES. THE POSSIBILITY OF FATAL CONSEQUENCES CANNOT BE IGNORED IN SOME AREAS OF THE WORLD.**

THE INFORMATION CONTAINED IS DERIVED FROM INTERNATIONAL NOTAMS AND OTHER APPROPRIATE SOURCES. INTERNATIONAL NOTAMS ARE OF TWO TYPES, CLASS ONE INTERNATIONAL NOTAMS AND CLASS TWO INTERNATIONAL NOTAMS. CLASS ONE NOTAMS ARE THOSE NOTAMS DISSEMINATED VIA TELECOMMUNICATIONS. THESE NOTAMS ARE MADE AVAILABLE VIA TELECOMMUNICATIONS TO THE U.S. FLYING PUBLIC THROUGH THE INTERNATIONAL NOTAM OFFICE IN WASHINGTON, D.C., VIA THE LOCAL FLIGHT SERVICE STATIONS. CLASS TWO NOTAMS ARE NOTAMS DISSEMINATED VIA POSTAL SERVICES AND ARE NOT READILY AVAILABLE TO THE U.S. FLYING PUBLIC. THIS PUBLICATION COVERS NOTAM AND OTHER TEMPORARY, HAZARDOUS CONDITIONS WHICH ARE NOT READILY AVAILABLE TO THE FLYING PUBLIC AND INCLUDES INFORMATION ON RECORD AS OF 1200Z ON THE DATE APPEARING ON THE COVER. FOR LATEST INFORMATION, CONSULT CLASS I NOTAMS ISSUED BY TELECOMMUNICATIONS AT ANY FAA FLIGHT SERVICE STATION. THE FOREIGN NOTICES INCLUDED, ARE TO THE MAXIMUM EXTENT POSSIBLE, CARRIED AS ISSUED. THE ABBREVIATIONS USED ARE, IN MOST ALL INSTANCES, THOSE ABBREVIATIONS LISTED IN ICAO DOCUMENT DOC 8400. INFORMATION INCLUDED WILL INDICATE THE SOURCE FOLLOWING THE ENTRY. THIS WILL ASSIST THE USER IN ESTABLISHING THE CURRENCY OF THE INFORMATION CONTAINED, SHOULD HE SO DESIRE, WITH THE ORIGINATOR OF THE INFORMATION (SEE THE INTERNATIONAL FLIGHT INFORMATION MANUAL FOR FOREIGN NOTAM OFFICE AREAS OF RESPONSIBILITY AND FOR A LISTING OF FOREIGN NOTAM OFFICES WITH WHICH THE U.S. INTERNATIONAL NOTAM OFFICE EXCHANGES INFORMATION). INFORMATION SOURCES WILL BE INDICATED AS I OR II FOR CLASS ONE AND CLASS TWO NOTAMS, FOLLOWED BY THE NOTAM NUMBER; AIP FOR AERONAUTICAL INFORMATION PUBLICATION CHANGES, FOLLOWED BY THE AIP CHANGE NUMBER; AIC FOR AERONAUTICAL INFORMATION CIRCULAR, FOLLOWED BY THE AIC NUMBER; DOS FOR DEPARTMENT OF STATE ADVISORIES; AND FAA FOR FEDERAL AVIATION ADMINISTRATION.

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION GIVES WORLD WIDE COVERAGE IN EACH ISSUE. COVERAGE FOR THE U.S. AND ITS EXTERNAL TERRITORIES IS LIMITED AND NORMALLY WILL NOT INCLUDE DATA AVAILABLE ON DOMESTIC NOTAM CIRCUITS OR PUBLISHED IN OTHER OFFICIAL SOURCES AVAILABLE TO THE USER.

EACH ISSUE OF THIS PUBLICATION IS COMPLETE IN ITSELF AS FAR AS DATA OF A TEMPORARY NATURE IS CONCERNED. TEMPORARY DATA IS REPEATED IN EACH ISSUE UNTIL THE CONDITION CEASES TO EXIST. PERMANENT DATA WILL BE CARRIED UNTIL IT IS SUFFICIENTLY PROMULGATED OR IS AVAILABLE IN OTHER PERMANENT SOURCES. THESE ITEMS WILL BE PREFIXED BY A SOLID DOT (•) WHEN THEY ARE TO BE REMOVED FROM FUTURE EDITIONS. THIS WILL AID THE USER IN THE IDENTIFICATION OF THOSE PERMANENT ITEMS WHICH HE, THE USER, MAY WISH TO RETAIN FOR HIS OWN RECORDS. NEW ITEMS TO THIS PUBLICATION ARE IDENTIFIED BY UNDERSCORING THE FIRST LINE OF THE NEW ENTRY.

IN CARRYING OUT ITS EXPRESSED PURPOSE OF PROVIDING A NOTICE TO AIRMEN SERVICE, THIS PUBLICATION INCLUDES DATA ISSUED BY FOREIGN GOVERNMENTS. IT SHOULD BE CLEARLY UNDERSTOOD THAT THE PUBLICATION OF SUCH DATA IN NO WAY CONSTITUTES A LEGAL RECOGNITION OF THE INTERNATIONAL VALIDITY OF SUCH DATA. THE SCOPE OF THIS PUBLICATION PRECLUDES ANY ATTEMPT TO TABULATE ALL NOTAM DATA. WHILE EVERY EFFORT IS MADE TO PUBLISH ALL PERTINENT DATA, THE FEDERAL AVIATION ADMINISTRATION CANNOT ASSUME ANY LIABILITY FOR FAILURE TO PUBLISH ANY PARTICULAR ITEM.

COMMUNICATIONS WITH THE EDITORS OF THIS PUBLICATION, INCLUDING NOTIFICATION OF ERRONEOUS OR OBSOLETE DATA, SHOULD BE DIRECTED TO THE FEDERAL AVIATION ADMINISTRATION, FLIGHT INFORMATION AND OBSTRUCTIONS BRANCH (ATO-210), 800 INDEPENDENCE AVE., SW, WASHINGTON, D.C. 20591 (TELEPHONE 202-426-8790, 0800-1700 MONDAY-FRIDAY; OTHER TIMES CALL 202-426-3390). SUBSCRIPTIONS FOR THIS PUBLICATION SHOULD NOT BE FORWARDED TO THE FEDERAL AVIATION ADMINISTRATION. THIS PUBLICATION IS SOLD BY THE SUPERINTENDENT OF DOCUMENTS, U.S. GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C. 20402. ALL QUERIES CONCERNING YOUR SUBSCRIPTION OR PRICES SHOULD BE DIRECTED ONLY TO THE SUPERINTENDENT OF DOCUMENTS.

FOREIGN NOTICES

CARIBBEAN

SPECIAL NOTICE: SEE SPECIAL NOTICE UNDER CARIBBEAN IN THE INTERNATIONAL OCEANIC AIRSPACE NOTICE.

CUBA

AIRCRAFT ARRIVING FROM OR DEPARTING FOR CUBA MUST LAND AT OR DEPART FROM FORT LAUDERDALE-HOLLYWOOD AIRPORT.

IRAN -- PERSIAN GULF

THE IRANIAN AIRSPACE IS CLOSED TO UNITED STATES AIRCRAFT. FLIGHT PLAN AND LATEST INFORMATION REGARDING AIRCRAFT THAT FLY IN THE PORTION OF TEHRAN FIR OVER THE PERSIAN GULF SHOULD BE MADE AVAILABLE TO TEHRAN ACC EITHER DIRECTLY OR THROUGH BAHRAIN ACC OR BANDAR ABBASS, BUSHER ATC. AIRCRAFT THAT FAIL TO DO SO SHOULD REFRAIN FROM FLYING OVER AND IN THE VICINITY OF ANY INSTALLATION BELONGING TO ISLAMIC REPUBLIC OF IRAN. AREA CONTROL SERVICE PROVIDED BY TEHRAN ACC ALONG ATS 21 AND OTHER ATS ROUTES OVER THE PERSIAN GULF IS REDUCED TO FLIGHT INFORMATION SERVICE UNTIL FURTHER NOTICE DUE TO TEMPORARY DEFICIENCIES IN VHF COMMUNICATIONS. COMMUNICATIONS ARE AVAILABLE ON HF FREQUENCIES 13336, 8847, 5680, 5603 AND 6624KHZ AND VHF FREQUENCIES 134.1 AND 118.1MHZ. TEHRAN ASSUMES NO RESPONSIBILITY FOR THE PORTIONS OF ATS ROUTES R21 AND B56 WHICH ARE OVER THE HIGH SEAS. FLIGHTS MAY BE SUBJECT TO VISUAL IDENTIFICATION BY MILITARY AIRCRAFT ACCORDING TO ICAO REGULATIONS. OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD BE AWARE THAT THE FAA IS NOT A DIRECT RECIPIENT OF IRANIAN NOTAMS AND THAT THE ABOVE INFORMATION MAY NOT BE COMPLETE AND CURRENT. PILOTS PLANNING TO OPERATE IN THE PERSIAN GULF AREA SHOULD VERIFY NOTAMS WITH A FACILITY RECEIVING CURRENT NOTAM INFORMATION. DUE TO THE TENSIONS AND HOSTILITIES IN THE PERSIAN GULF AREA IT IS RECOMMENDED THAT OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD CONTINUE TO FLIGHT PLAN SO AS NOT TO FLY OVER THE PERSIAN GULF EAST OF AIRWAY B-55 OR NORTH OF AIRWAY A-55. (FAA FDC 4/334)

U.S.NAVAL FORCES IN THE PERSIAN GULF, STRAIT OF HORMUZ, GULF OF OMAN AND ARABIAN SEA (NORTH OF 20 DEGREES NORTH) ARE TAKING ADDITIONAL DEFENSIVE PRECAUTIONS AGAINST TERRORIST THREATS. AIRCRAFT AT ALTITUDES LESS THAN 2000 FT. AGL WHICH ARE NOT CLEARED FOR APPROACH/DEPARTURE TO OR FROM A REGIONAL AIRPORT ARE REQUESTED TO AVOID APPROACHING CLOSER THAN 5 NM TO U.S.NAVAL FORCES.

IT IS ALSO REQUESTED THAT AIRCRAFT APPROACHING WITHIN 5 NM ESTABLISH AND MAINTAIN RADIO CONTACT WITH U.S.NAVAL FORCES ON 121.5 MHZ VHF OR 243.0 MHZ UHF. AIRCRAFT WHICH APPROACH WITHIN 5 NM AT ALTITUDES LESS THAT 2000 FT. AGL WHOSE INTENTIONS ARE UNCLEAR TO U.S.NAVAL FORCES MAY BE HELD AT RISK BY U.S. DEFENSIVE MEASURES. THIS IS A JOINT USCINCPAC AND USCINCCENT NOTAM AFFECTING OPERATIONS WITHIN THEIR RESPECTIVE AREA OF RESPONSIBILITY. (112119 KFDC)

LEBANON

DUE TO SAFETY IN AIR COMMERCE AND AIR TRANSPORTATION, AND THE PUBLIC INTEREST, ALL U.S. AIR CARRIERS (PART 121/135/125) ARE PROHIBITED FROM OPERATING INTO BEIRUT INTERNATIONAL AIRPORT. (FAA RWA 5/106)

NETHERLANDS ANTILLES

PRINSES BEATRIX AIRPORT - ARUBA: DUE TO FREQUENT VIOLATION OF ARTICLE 29 OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION AND OF OUR NATIONAL LAWS AND REGULATIONS ON THE SAME SUBJECT, AIRMEN ARE ADVISED THAT STRICT INSPECTION OF AIRCRAFT DOCUMENTS AND CREW MEMBER LICENSES WILL BE CARRIED OUT AND THAT FAILURE TO CARRY VALID DOCUMENTS AND CERTIFICATES MAY RESULT IN LEGAL PROSECUTION. (II 18/82)

NICARAGUA

ALL NATIONAL AND FOREIGN REGISTERED AIRCRAFT PROVIDING SCHEDULED OR NON-SCHEDULED COMMERCIAL SERVICE OR GENERAL AVIATION SERVICE NEEDING TO REFUEL AT THE AUGUSTO C. SANDINO INTERNATIONAL AIRPORT SHALL MAKE ARRANGEMENTS TO DO SO WITH THE AIRPORT ADMINISTRATION, WHICH IS THE ONLY AGENCY AUTHORIZED TO PROVIDE THIS SERVICE.(II A4/85)

PANAMA

SPECIAL NOTICE: EN ROUTE IFR FLIGHTS OPERATING WITHIN THE PANAMA CTA AND OUTSIDE THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ARE REQUIRED TO ESTABLISH AND MAINTAIN COMMUNICATIONS WITH PANAMA RADIO. IFR ACFT ENTERING THE PANAMA CTA SHALL MAKE A STANDARD POSITION REPORT AT THE CTA BOUNDARY TO PANAMA ARTCC THROUGH PANAMA RADIO. PRIMARY AND ALTERNATE FREQUENCIES: PRIMARY 6649 KHZ, ALTERNATE 2944 KHZ WHEN OPERATING SOUTH OF 09-00N/TBG. PRIMARY 6577 KHZ, ALTERNATE 8918 KHZ WHEN OPERATING NORTH OF 09-00N/TBG. ADDITIONAL FREQUENCIES AVAILABLE ARE 5520 KHZ, AND 11396 KHZ. U.S. MILITARY FLIGHTS AND CIVIL ACFT UNABLE TO ESTABLISH COMMUNICATIONS WITH PANAMA RADIO MAY UTILIZE ALBROOK AIRWAYS ON USB FREQUENCIES 5710 KHZ 0200-1200Z, 6683 KHZ 0000-1400Z, 8993/11176 KHZ 24 HOURS DAILY, 15015 KHZ 1200-0200Z, 18019 KHZ 1400-2400. WHEN OPERATING WITHIN THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ENROUTE IFR AIRCRAFT ARE REQUIRED TO MAINTAIN DIRECT PILOT/CONTROLLER COMMUNICATIONS UTILIZING 125.5 OR 352.0 MHZ, ALTERNATES 120.3 OR 317.7 MHZ. ALL AIRCRAFT OPERATING WITHIN THE PANAMA CTA/FIR EQUIPPED WITH FUNCTIONING TRANSPONDER SHOULD SET TRANSPONDERS TO REPLY ON THE FOLLOWING MODES/CODES IN ACCORDANCE WITH TYPE OF FLIGHT PLAN AND ALTITUDE STRATUM. IFR AIRCRAFT BELOW FLIGHT LEVEL 200 MODE A/3 CODE 1100. AT AND ABOVE FLIGHT LEVEL 200 MODE A/3 CODE 2100. VFR AIRCRAFT, MODE A/3 CODE 1200. OTHER TRANSPONDERS REPLIES WILL BE ASSIGNED BY PANAMA ACC AS NECESSARY. (FAA)

THAILAND

BANGKOK INTERNATIONAL AIRPORT - PEAK HOURS: DUE TO CRITICAL AIR TRAFFIC SATURATION AT BANGKOK INTERNATIONAL AIRPORT, WITH IMMEDIATE EFFECT, PEAK HOURS AT BANGKOK INTERNATIONAL AIRPORT ARE FROM 0200 TO 0530Z, 1000 TO 1300Z AND FROM 1500 TO 1700Z. ALL FOREIGN INTERNATIONAL NONSCHEDULED AIRCRAFT SHOULD AVOID TO LAND WITH TRAFFIC PURPOSE AT BANGKOK INTERNATIONAL AIRPORT DURING THE DECLARED PEAK HOURS. RESTRICTION DURING PEAK HOURS FROM 1500 TO 1700Z SHALL BE STRICTLY IMPOSED ON NONSCHEDULED B-747 TO LAND WITH ANY PURPOSES. (AIC 1/81)

ZAMBIA

LUSAKA FIR NON-SCHEDULED FLIGHTS: THE ZAMBIAN AIRSPACE IS NOW OPEN TO ALL NONSCHEDULED FLIGHTS EXCEPT WESTERN PROVINCE. THOSE OPERATORS WISHING TO OPERATE INTO OR OVERFLY WESTERN PROVINCE OF ZAMBIA MUST APPLY TO THE COMMANDER ZAMBIA NATIONAL DEFENSE FORCES GIVING 10 DAYS PRIOR NOTICE AND APPROVAL MUST BE RECEIVED BY THE APPLICANT BEFORE FLIGHT IS UNDERTAKEN.

THE APPLICATION MUST INCLUDE THE FOLLOWING:

A. PILOTS NAME;
B. OPERATORS NAME AND ADDRESS;
C. TYPE OF AIRCRAFT AND REGISTRATION;
D. ROUTE OR AREA OF OPERATION; AND
E. PURPOSE OF FLIGHT DATES, TIMINGS, ETC.

ALL APPLICATIONS ARE DIRECTED TO THE COMMANDER Z.N.D. FORCES. (II 5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

CANARY ISLANDS

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, BECAUSE OF INCIDENTS IN THE WESTERN SAHARA REGION ON JANUARY 21 AND FEBRUARY 21, 1985, RESULTING IN AIRCRAFT DOWNINGS WHICH WERE MOST LIKELY CAUSED BY SURFACE TO AIR MISSLE FIRINGS, IT IS STRONGLY RECOMMENDED THAT FLIGHTS MAINTAIN A MINIMUM ALTITUDE OF 20,000 FEET IN THAT AREA OF THE CARARYS FLIGHT INFORMATION REGION (FIR) OVER THE LAND MASS OF THE WESTERN SAHARA SOUTH OF 26 DEGREES NORTH LATITUDE AND FOR A DISTANCE OF FIVE NAUTICAL MILES OUT TO SEA PARALLEL TO THE SAHANAR COAST. FOR FLIGHTS OPERATING TO OR FROM DAKHLA (EX VILLA CISNEROS) - 20 DEGREES, FIFTY-FOUR MINUTES NORTH LATITUDE; 17 DEGREES 4 MINUTES WEST LONGITUDE, RECOMMEND ALL DESCENTS BE MADE FROM SEAWARD AND CLIMB TO SEAWARD UNTIL PASSING 20,000 FEET OR UNTIL PASSING MORE THAN FIVE NAUTICAL MILES FROM THE COAST. (DOS 086863 3/85)

CHAD

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, ALL AIRCRAFT ARE FORBIDDEN FLIGHT IN CERTAIN CHADIAN SKIES SO AS TO AVOID MILITARY INTERCEPTION OR WORSE. THE AFFECTED AIRSPACE IS DESCRIBED AS THAT NORTH OF THE LINE CONNECTING COORDINATE 12 DEGREES 37'N, 16 DEGREES 16'E AND COORDINATE 13 DEGREES 43'N, 22 DEGREES 07'E.

THE ORDINANCE DELIMITS THE AFFECTED AIRSPACE AS FOLLOWS:

A. TO THE WESTERN, NORTHERN, AND EASTERN FRONTIER OF CHAD BETWEEN 10 DEGREES 48'N, 15 DEGREES 05'E AND 13 DEGREES 43'N, 22 DEGREES 07'E.

B. TO THE SOUTH, 80 NM ARC CENTERED ON FL VOR DELIMITED BY THE COORDINATES 10 DEGREES 48'N, 15 DEGREES 05'E AND 12 DEGREES 37'N, 16 DEGREES 16'E.

C. STRAIGHT LINE CONNECTING COORDINATES 12 DEGREES 37'N, 16 DEGREES 16'E AND 13 DEGREES 43'N, 22 DEGREES 07'E.

AIRCRAFT APPROACHING NDJAMENA THROUGH THE RESTRICTED AIRSPACE MUST OBTAIN ADVANCE CLEARANCE BY CONTACTING AUTHORIES IN NDJAMENA ON EITHER OF THE FOLLOWING FREQUENCIES: 119.7 MHZ OR 118.1 MHZ. (DOS 1196 3/86)

COLOMBIA

THE GOVERNMENT OF COLOMBIA HAS A RESTRICTED AIR TRAFFIC ZONE OVER MOST OF THE SANTA MARTA MOUNTAINS, ALL OF THE STATE OF GUAJIRA, AND ALL TERRITORIAL WATERS NORTH OF THESE AREAS (12NM FROM THE COAST LINE). THE ZONE EXTENDS TO AN ALTITUDE OF 7,000 FEET, EXCEPT OVER THE MOUNTAINS, WHERE IT EXTENDS TO 20,000 FEET. PILOTS FORCED TO ENTER THIS REGION SHOULD NOTIFY COLOMBIAN CIVIL AVIATION AUTHORITIES IN ADVANCE AND BE PREPARED TO PROPERLY IDENTIFY THEMSELVES, THEIR AIRCRAFT, AND BE ABLE TO JUSTIFY A FORCED LANDING. IT IS MANDATORY THAT ANY PILOT TRANSITTING THIS AREA HAVE PERMISSION AND FLIGHT PLAN ON FILE AT LEAST 24 HOURS IN ADVANCE OF ENTERING COLOMBIAN AIRSPACE. (DOS 5/83)

GREECE

THE GREEK GOVERNMENT HAS MODIFIED THE G-18 TRANS-AEGEAN ROUTE, A DUAL ROUTING HAS BEEN ESTABLISHED FOR NORTH/SOUTH TRAFFIC OVER THE AEGEAN. THE NEW ROUTE WHICH IS A DIRECT ROUTE FROM FISKA (YUGOSLAV BORDER) TO MESTA (CHIOS ISLAND) HAS BEEN GIVEN THE G-18 DESIGNATION. THE OLD G-18 ROUTE VIA LIMNOS HAS BEEN REDESIGNATED AS J-60. THIS ROUTE WILL STILL BE THE PRIMARY AIR TRAFFIC CORRIDOR ON SATURDAYS AND SUNDAYS AND DURING DAYLIGHT HOURS ON WEEKDAYS. THE NEW ROUTE WILL ONLY BE UTILIZED AT NIGHT DURING WEEKDAYS (MONDAY THROUGH FRIDAY, 2000Z UNTIL 0400Z). (DOS 5/86)

NICARAGUA

THE GOVERNMENT OF NICARAGUA IS TIGHTENING ITS REGULATIONS REGARDING COMMERCIAL, PRIVATE AND MILITARY FLIGHTS INTO THEIR COUNTRY. PILOTS PLANNING FLIGHTS TO NICARAGUA SHOULD ASSURE THAT ENTRY, OVERFLIGHT AND LANDING AUTHORIZATION HAVE BEEN OBTAINED FROM THE APPROPRIATE AVIATION AUTHORITY PRIOR TO DEPARTURE AND THAT WHEN OPERATING WITHIN THEIR AIRSPACE STRICTLY COMPLY WITH THOSE REGULATIONS RELATING TO THE FLIGHT AND MANEUVER OF THE AIRCRAFT. (DOS 6/81)

THE GOVERNMENT OF NICARAGUA HAS IMPOSED A 10 MILE WIDE CORRIDOR. AIRWAY B4 HAS BEEN COMBINED WITH A1 AND RUNS APOPA-ANAPO-ARLEN (1159N-8659W)-MGA. ARIEN IS AT A BEARING OF 246 DEGREES FROM MANAGUA. AIR TRAFFIC ENTERING OR EXITING COSTA RICA VIA NICARAGUA MUST FLY OVER LOS CHILES IN NORTHERNMOST COSTA RICA. THE CORRIDOR IS CONNECTED TO MANAGUA. (DOS 5/23/84)

PANAMA

THE PANAMANIA DIRECTORATE OF CIVIL AVIATION (DAC) HAS CHANGED THE LANDING REQUIREMENTS FOR GENERAL AVIATION AIRCRAFT LANDING IN PANAMA. DUE TO DRUG TRAFFICKERS WHO MAY BE USING PANAMA TO FERRY ILLEGAL DRUGS TO THE UNITED STATES, PRIOR PERMISSION MUST BE OBTAINED FOR ALL PRIVATE AIRCRAFT LANDING IN PANAMA. (DOS 7/85)

WEST INDIES - ASSOCIATED STATES

TURKS AND CAICOS ISLANDS: CHARTER, COMMERCIAL AND FREIGHT AIRCRAFT REQUIRE 24 HOURS PRIOR PERMISSION TO LAND. ADDRESS TO: TELEX: 8227, CHIEFMIN TO. (FAA)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

GENERAL

COORDINATED UNIVERSAL TIME (UTC)

INTERNATIONAL DATE/TIME GROUP CHANGE. EFFECTIVE 0001 UTC DECEMBER 19, 1985, THE UNITED STATES WILL ADOPT PROVISIONS CONTAINED IN ICAO AERONAUTICAL INFORMATION SERVICES (AIS) ANNEX 15 AMENDMENT 25 PERTAINING TO DATE/TIME GROUPS ON ALL INTERNATIONAL CLASS I NOTAM(S).

EXAMPLE:

PRESENTLY..........B) 13021900 C) 15022300

13 = DAY 02 = MONTH 19 = HOUR 00 = MINUTES

WILL BE CHANGED TO READ.......B) 02131900 C) 02152300

02 = MONTH 13 = DAY 19 = HOUR 00 = MINUTES

(A0056/85 KFDC)

NORTH ATLANTIC

POSITION REPORTING PROCEDURE

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION:

1. THE FOLLOWING REVISED POSITION REPORTING PROCEDURE REQUIRING THE INCLUSION OF AN ADDITIONAL ITEM (ITEM H) IN THE POSITION REPORT, WILL BE IMPLEMENTED ON A TRIAL BASIS BY GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK OACS, IN ORDER TO PROVIDE FOR EARLIEST POSSIBLE DETECTION OF MISUNDERSTANDINGS REGARDING THE ROUTE TO BE FOLLOWED BY AIRCRAFT IN THE NAT REGION AND ADJACENT TRANSITION AREAS.
2. EFFECTIVE 0900 GMT ON 20 NOVEMBER 1979, AIRCRAFT ENTERING, OPERATING WITHIN, OR LEAVING THE OCEANIC CONTROL AREAS OF GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK WILL TRANSMIT THE FOLLOWING ELEMENTS OF INFORMATION IN POSITION REPORTS TO THE APPROPRIATE OCEANIC CONTROL CENTRE:
   - A. THE WORD "POSITION";
   - B. AIRCRAFT IDENTIFICATION;
   - C. PRESENT POSITION;
   - D. TIME OVER PRESENT POSITION (HOURS AND MINUTES);
   - E. PRESENT FLIGHT LEVEL;
   - F. ESTIMATED POSITION ON ASSIGNED ROUTE;
   - G. TIME FOR ESTIMATED POSITION (HOURS AND MINUTES);
   - H. NEXT POSITION ON ASSIGNED ROUTE;
   - I. ANY FURTHER INFORMATION, D.C., AIREP DATA OR COMPANY MESSAGE.

SPOKEN EXAMPLE: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

WRITTEN EXAMPLE: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: IN VIEW OF THE CURRENT ENERGY SITUATION, THE FOLLOWING POINTS ARE BROUGHT TO THE ATTENTION OF NAT PILOTS WITH A VIEW TO ENSURING THAT EACH AIRCRAFT IS OPERATED AS CLOSE AS POSSIBLE TO ITS OPTIMUM FLIGHT LEVEL AND MACH NUMBER.

1. PILOTS SHOULD REQUEST A CHANGE OF FLIGHT LEVEL OR MACH NUMBER WHENEVER THIS WOULD IMPROVE THE OPERATING EFFICIENCY OF THE AIRCRAFT. REFUSALS, DUE TO OTHER TRAFFIC, SHOULD NOT DETER PILOTS FROM CONTINUING TO MAKE SUCH REQUESTS.
2. WHEN CIRCUMSTANCES RENDER THIS FEASIBLE, CONTROLLERS WILL ASK ANOTHER AIRCRAFT TO ACCEPT A HIGHER FLIGHT LEVEL OR CHANGE OF MACH NUMBER IN ORDER TO FACILITATE CLEARANCES FOR AIRCRAFT WHICH WOULD OTHERWISE EXPERIENCE A SIGNIFICANT PENALTY. IN AGREEING TO SUCH A REQUEST, PILOTS WILL CONTRIBUTE TO THE OVERALL ECONOMY IN FUEL USED.
3. WHERE POSSIBLE, PILOTS SHOULD GIVE ADVANCE WARNING OF A REQUEST; E.G., IF A WESTBOUND FLIGHT WISHES TO CLIMB AT 30° W, IT WILL ASSIST THE CONTROLLER IF THE REQUEST IS MADE WITH THE 20° W POSITION REPORT.

SPECIAL NOTICE - WEATHER REPORTING IN NORTH ATLANTIC

EFFECTIVE SEPTEMBER 1, 1983 AN INCREASED WEATHER REPORTING REQUIREMENT FOR TRANS-ATLANTIC FLIGHTS WILL BE INTRODUCED ON A TRIAL BASIS. THE PURPOSE OF THE TRIAL IS TO ESTABLISH THE PRACTICALITY OF IMPROVING THE ACCURACY OF METEOROLOGICAL FORECASTS BY MEANS OF ENHANCED AIRCRAFT REPORTS.

THE AIRCRAFT OBSERVATIONS AND REPORTS REQUIRED FOR THE TRIAL PERIOD ARE:

ALL AIRCRAFT FLYING IN THE GANDER OCEANIC, SHANWICK OCEANIC, NEW YORK OCEANIC, AND SANTA MARIA OCEANIC FLIGHT INFORMATION REGIONS BETWEEN NORTH AMERICA AND EUROPE, IN EITHER DIRECTION, SHALL MAKE, RECORD, AND REPORT ROUTINE METEOROLOGICAL OBSERVATIONS AT EACH DESIGNATED REPORTING POINT AND AT THE INTERMEDIATE MID-POINT BETWEEN SUCH REPORTING POINTS, EXCEPT THAT:

1.) THE MID-POINT OBSERVATION SHALL NOT BE THE SUBJECT OF A SPECIAL REPORT, BUT WILL BE RETAINED FOR TRANSMISSION AT THE NEXT DESIGNATED REPORTING POINT, AND

2.) AIRCRAFT CLEARED ON AN ORGANIZED TRACK SHALL BE REQUIRED TO MAKE, RECORD, AND REPORT ROUTINE OBSERVATIONS ONLY WHEN SO DESIGNATED AT THE TIME OF RECEIVING THEIR OCEANIC CLEARANCE.

THE FORMAT TO BE USED FOR REPORTING THE ADDITIONAL OBSERVATIONS SHALL BE BY REFERENCE TO THE LATITUDE (DEGREES AND MINUTES) AND LONGITUDE (DEGREES ONLY) OF THE INTERMEDIATE MID-POINT. EXAMPLE:

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POS TW 760 62N 040W   0815
F410 61N 030W 0848 60N 020W  NEXT MS56
220/55  6230N 045W  MS 60 270/80
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THE PERIOD OF THE TRIAL IS NOT FIXED. IN THE EVENT THAT PROBLEMS OF FREQUENCY CONGESTION, ETC., ARISE, THE TRIAL WOULD BE CURTAILED. ALTERNATELY, SUCCESSFUL OPERATION WILL ENABLE THE TRAIL PROCEDURES TO BE ADOPTED ON A PERMANENT BASIS.

SPECIAL NOTICE - NEW YORK VOLMET

NEW YORK VOLMET FREQUENCY 13270 KHZ BROADCASTS FROM 1 HOUR BEFORE SUNRISE TO 1 HOUR AFTER SUNSET. FREQUENCY 3485 KHZ BROADCASTS FROM 1 HOUR AFTER SUNSET TO 1 HOUR BEFORE SUNRISE. THE NEW YORK VOLMET CONTINUES ITS 24 HOUR-A-DAY BROADCAST ON FREQUENCIES 6604 KHZ AND 10051 KHZ. (FAA)

ATLANTIC AREA LORAN-C INFO: THE CURRENT OPERATIONAL STATUS OF ALL ATLANTIC AREA LORAN-C STATIONS IS AVAILABLE FROM THE FIVE COORDINATOR'S OF CHAIN OPERATIONS (COCO'S). THE COCO MONITORS THE DAY-TO-DAY OPERATIONS OF THE LORAN-C CHAIN AND PROVIDES INFORMATION WITH A RECORDED TELEPHONE ANNOUNCEMENT OR RESPONDS TO QUERIES DIRECTED TO THE COCO PERSONALLY. PERTINENT TELEPHONE NUMBERS FOLLOW:

A. COCO GREAT LAKES (8970) AND NORTHEAST (9960) CHAINS IS LOCATED AT LORAN STATION SENECA, N.Y. RECORDED ANNOUNCEMENT: (607) 869-5395. COCO: (607) 869-1334, FTS 957-5334.

B. COCO CANADIAN EASTCOAST (5930) AND LABRADOR SEA (7930) CHAINS IS LOCATED AT LORAN MONITOR STATION ST. ANTHONY NFLD CANADA. RECORDED ANNOUNCEMENT: (709) 454-3261. COCO: (709) 454-2392.

C. COCO SOUTHEAST (7980) CHAIN IS LOCATED AT LORAN STATION MALONE.

D. IF ADDITIONAL INFORMATION IS REQUIRED AFTER CONTACTING COCO'S, CONTACT THE CHAIN MANAGER AT GOVERNORS ISLAND, N.Y.: (212) 668-7880 OR FTS 664-7880.

E. SCHEDULED LORAN-C OFF-AIR TIMES ARE PUBLISHED BY NOTIFICATIONS OR ANNOUNCEMENTS IN LOCAL NOTICE TO MARINERS, CANADIAN COAST GRUAD NOTICES TO SHIPPING (NOTSHIP'S), AND ON THE PRERECORDED SERVICE FOR THE PERTINENT CHAIN. IN MANY CASES, SCHEDULED OUTAGES ARE PRECEEDED BY A COAST GUARD MARINE RADIO BROADCAST IN THE AREA WHERE THE COVERAGE WILL BE AFFECTED.

F. FOR BETTER SERVICE OF ANY REQUEST FOR OPERATIONS DATA (E.G., TO CHECK ON A SUSPECTED LORAN-C SYSTEM ABNORMALITY), PLEASE SUPPLY THE RATE AND DATE/TIME OF THE EVENT YOU WISH TO REPORT. THIS WILL ENABLE COORDINATOR OF CHAIN OPERATIONS TO QUICKLY CHECK THE RECORDS FOR THE PERIOD IN QUESTION AND GIVE A MORE EXACT ANSWER.

1. PACIFIC AREA LORAN-C INFO: INFORMATION CONCERNING CENTRAL PACIFIC (4990), CANADIAN WEST COAST (5940), NORTHWEST PACIFIC (9970), AND NORTH PACIFIC (9990) CHAINS MAY BE OBTAINED FROM THE REGIONAL MANAGER IN SAN FRANCISCO, CA AT (415) 437-3224.

2. EUROPEAN LORAN-C INFO: INFORMATIN CONCERNING THE ICELANDIC (9980), NORWEGIAN SEA (7970), AND THE MEDITERREANEAN SEA (7990) CHAINS MAY BE OBTAINED FROM THE CHAIN MANAGER AT U.S. COAST GUARD ACTIVITIES EUROPE, LONDON, UK AT 011-44-1-409-4758.

3. OMEGA: SUMMARY STATUS AND PROPAGATION ANOMALY NOTIFICATIONS ARE BROADCAST FROM WWV, FORT COLLINS, CO AT 16 MINUTES AFTER EACH HOUR. OTHER INFORMATION SOURCES ARE LISTED BELOW:

A. COAST GUARD ONSOD, WASHINGTON, D.C. (RECORDED ANNOUNCEMENT): (202) 245-0298 OR FTS 245-0298.

B. U.S. NAVAL OBSERVATORY (USNO) (AUTOMATED DATA SERVICE): (202) 653-1079 OR FTS 653-1079. FULL DUPLEX, EVEN PARITY 300 OR 1200 BAUD, ASCII.

C. IF ADDITIONAL INFORMATION IS REQUIRED, CONTACT THE OMEGA WATCHSTANDER AT ONSOD WASHINGTON, D.C.: (202) 243-0228 OR FTS 245-0228.

CARIBBEAN

SPECIAL NOTICE - CARIBBEAN

ROCK SOUND BAHAMAS RADIO BEACON (RSD) AND HAVANA CUBA RADIO BEACON (UHA) BOTH OPERATE ON FREQUENCY 340KHZ. BE ALERT FOR POSSIBLE INTERFERENCE. (FAA)

THE U.S. DEPARTMENT OF TRANSPORTATION WILL BE FLYING A LARGE WEATHER BALLOON OF 90 FEET IN LENGTH AT HEIGHTS UP TO 2800 FEET AT VARIOUS LOCATIONS IN THE CARIBBEAN, GULF OF MEXICO, AND FLORIDA WATERS. THIS BALLOON WILL BE TETHERED TO A SHIP; AIRMEN ARE ADVISED TO STAY CLEAR OF THE TETHER AS WELL AS THE BALLOON. THE BALLOON WILL USUALLY BE SEVERAL MILES AT SEA EXCEPT WHEN IT IS IN TRANSIT TO TEST SITES OR PULLING INTO DOCK, AT WHICH TIMES, THE BALLOON WILL BE FLOWN AT HEIGHTS FROM 150 TO 500 FEET. LOCAL CONTROL TOWERS WILL BE NOTIFIED BY THE COAST GUARD IN THE EVENT OF BALLOON FLIGHTS NEAR THEIR AIRPORTS. THE BALLOON AND TETHER WILL BE WELL MARKED BY STROBE LIGHTS AND FLAGS TO ASSURE VISIBILITY. (MIAMI FSS 6/20/84)

U.S. OVERLAND/OCEANIC NOTICES

GENERAL

SPECIAL NOTICE - - POLLUTION REPORT (POLREP)

1. PILOTS ARE REQUESTED TO VOLUNTEER REPORTS OF WATER POLLUTANTS /OIL - CHEMICALS - DYE - AND OTHERS/ INCLUDING SIZE AND SOURCE OF THE POLLUTION. ON-SCENE WEATHER AND OTHER SIGNIFICANT INFORMATION. THE (POLREP) SHOULD BE TRANSMITTED TO THE U.S. COAST GUARD NATIONAL RESPONSE CENTER (NRC), TELEPHONE 800-424-8802 VIA COMMUNICATIONS WITH EITHER THE AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC) OR ANY U.S. COAST GUARD AIR STATION.

2. POLLUTION REPORTS SHOULD BE MADE ANY TIME POLLUTION IS SIGHTED WITHIN 200NM OF THE U.S. SHORELINE, ON THE GREAT LAKES, OR WITHIN 50NM OF ANY NATION IN THE WIDER CARIBBEAN REGION.

3. POLREP FORMAT
A. POLLUTION SUBSTANCE (OIL - CHEMICAL - DYE - OR OTHER).
B. LOCATION /LATITUDE - LONGITUDE. RADIAL - DME/.
C. SIZE OF SLICK /POLLUTED AREA IN METERS/YARDS/MILES.
D. TIME DISCOVERED /UTC/.
E. DIRECTION OF MOVEMENT /LENGTH AXIS/.
F. SOURCE /COURSE - SPEED. NAME IF VESSEL/.
G. CONDITION AND COLOR OF POLLUTANT /SOLID - STREAKED - WINDOWS - FRAGMENTED: BLACK - ORANGE - BROWN - SILVERY SHEEN - IRRIDESCENT SHEEN/.
H. ON SCENE WEATHER /WIND SPEED - WIND DIRECTION - SEA STATE - VISIBILITY PERCENT CLOUD COVER/.
I. IDENTIFICATION OF REPORTING SOURCE.
J. ALTITUDE AT WHICH SIGHTING MADE. (A36/86)

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. TEN MINUTES LONGITUDINAL SEPARATION MAY BE APPLIED BETWEEN TURBOJET AIRCRAFT TRANSITING ATS ROUTE G431 BETWEEN THE NEW YORK, MIAMI AND SAN JUAN OCEANIC CONTROL AREAS AND ALSO ON ATS ROUTES A25, A300 G432, AND A23 BETWEEN THE NEW YORK AND SAN JUAN OCEANIC CONTROL AREAS. THE USE OF 10 MINUTES LONGITUDINAL SEPARATION IS AUTHORIZED WITH ADHERENCE TO THE CRITERIA CONTAINED IN ATTACHMENT H TO ICAO DOC. 4444-RAC/501/10, PANSRAC, AND THE REGIONAL SUPPLEMENTARY PROCEDURES. SPECIFICALLY, 10 MINUTES LONGITUDINAL SEPARATION MAY BE USED BETWEEN TURBOJET AIRCRAFT FLYING AT THE SAME ALTITUDE/FLIGHT LEVEL PROVIDING THE FOLLOWING CONDITIONS ARE MET:

1. THE AIRCRAFT CONCERNED HAVE REPORTED OVER THE SAME ENTRY POINT INTO OCEANIC CONTROL AIRSPACE AND WILL FLY THE SAME TRACK OR CONTINUOUSLY DIVERGING TRACKS.

2. THE PRECEDING AIRCRAFT IS MAINTAINING A SPEED OF AT LEAST MACH 0.03 GREATER THAN THAT OF THE FOLLOWING AIRCRAFT. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: FLIGHTS IN OCEANIC AIRSPACE MUST BE CONDUCTED UNDER INSTRUMENT FLIGHT RULES (IFR) PROCEDURES WHEN OPERATING:

A. BETWEEN SUNSET AND SUNRISE;

B. AT OR ABOVE FLIGHT LEVEL (FL) 60 WHEN OPERATING WITHIN THE NEW YORK, OAKLAND, ANCHORAGE AND HONOLULU FLIGHT INFORMATION REGIONS (FIRS); OR

C. ABOVE FL 180 WHEN OPERATING WITHIN THE MIAMI AND HOUSTON FIRS AND IN THE SAN JUAN CONTROL AREA.

FLIGHTS BETWEEN THE EAST COAST OF THE U.S. AND BERMUDA OR CARIBBEAN TERMINALS AND TRANSVERSING THE NEW YORK FIR AT OR ABOVE 5,500 FT. MSL SHOULD BE ESPECIALLY AWARE OF THIS REQUIREMENT. (FAA)

SPECIAL NOTICE: IF THE PILOT OF AN AIRCRAFT OPERATING IN INTERNATIONAL AIRSPACE UNDER U.S. JURISDICTION AND EQUIPPED WITH A CODED RADAR BEACON TRANSPONDER EXPERIENCES A LOSS OF TWO-WAY RADIO CAPABILITY, HE SHOULD:

A. ADJUST HIS TRANSPONDER TO REPLY ON MODE A/3, CODE 7700 FOR A PERIOD OF 1 (ONE) MINUTE;

B. THEN CHANGE TO CODE 7600 AND REMAIN ON 7600 FOR A PERIOD OF 15 MINUTES OR THE REMAINDER OF THE FLIGHT WHICHEVER OCCURS FIRST;

C. REPEAT STEPS A. AND B., AS PRACTICABLE.

THE PILOT SHOULD UNDERSTAND THAT HE MAY NOT BE IN AN AREA OF RADAR COVERAGE. MANY RADAR FACILITIES ARE ALSO NOT PRESENTLY EQUIPPED TO AUTOMATICALLY DISPLAY CODE 7600 AND WILL INTERROGATE 7600 ONLY WHEN THE AIRCRAFT IS UNDER DIRECT RADAR CONTROL AT THE TIME OF RADIO FAILURE. HOWEVER, REPLYING ON 7700 FIRST INCREASES THE PROBABILITY OF EARLY DETECTION OF A RADIO FAILURE CONDITION. (FAA)

SPECIAL NOTICE--INSTRUCTIONS FOR USING FAA FORM 7233-4. INTERNATIONAL FLIGHT PLAN FORM: AMENDMENT 6 (APPLICABLE NOVEMBER 21, 1985) TO ICAO DOC 4444 SPECIFIES SEVERAL CHANGES IN ICAO INTERNATIONAL FLIGHT PLAN FORMAT. FAA WILL ACCEPT THE NEW ICAO FORMAT, EXCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS. THEREFORE, TO COMPLY AS CLOSELY AS POSSIBLE WITH AMENDMENT 6, THE FOLLOWING ADDITIONAL PROCEDURES WILL APPLY BEGINNING NOVEMBER 21 WHEN USING FAA FORM 7233-4:

1. FAA FORM 7233-4, ITEM 13 HAS A SPACE FOR FIR BOUNDARIES AND ESTIMATED TIMES. FAA REQUIRES FILED FIR BOUNDARIES AND ESTIMATED TIMES. HOWEVER, PUT THAT INFORMATION IN ITEM 18. OTHER INFORMATION, AS SPECIFIED IN ICAO FORMAT.

2. CONCERNING FAA FORM 7233-4, ITEM 15, THE U.S. AIR TRAFFIC SERVICE DOES NOT ACCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS.

3. IN ITEM 17, IN THE SECTION LABELED ETA, INSTEAD PUT TOTAL ESTIMATED ELAPSED TIME (TOTAL EET).

THE PRESENT SUPPLY OF FAA FORM 7233-4 WILL BE USED UNTIL EXHAUSTED AND REPLACED BY A NEW REVISED FAA INTERNATIONAL FLIGHT PLAN FORM.

THIS IS TO REMIND PILOTS OF THE NEED TO CONTINUOUSLY GUARD THE VHF EMERGENCY FREQUENCY 121.5 MHZ WHEN ON LONG OVER-WATER FLIGHTS, EXCEPT WHEN COMMUNICATIONS ON OTHER VHF CHANNELS, EQUIPMENT LIMITATIONS OR COCKPIT DUTIES PREVENT SIMULTANEOUS GUARDING OF TWO CHANNELS. GUARDING OF 121.5 MHZ IS PARTICULARLY CRITICAL WHEN OPERATING IN PROXIMITY TO FLIGHT INFORMATION REGION (FIR) BOUNDARIES, FOR EXAMPLE, OPERATIONS ON ATS ROUTE R220 BETWEEN ANCHORAGE AND TOKYO, SINCE IT SERVES TO FACILITATE COMMUNICATIONS WITH REGARD TO AIRCRAFT WHICH MAY EXPERIENCE IN-FLIGHT EMERGENCIES, COMMUNICATIONS, OR NAVIGATIONAL DIFFICULTIES. (REFERENCE ICAO ANNEX 10, VOL II, PARAS 5.2.2.1.1.1 AND 5.2.2.1.1.2.) (FAA 3/86)

ANCHORAGE CTA/FIR

SPECIAL NOTICE -- NAVIGATION WARNING: U.S. AIRCRAFT FLYING BETWEEN ALASKA AND JAPAN ARE CAUTIONED OF THE ABSOLUTE NECESSITY OF REMAINING OVER INTERNATIONAL WATERS AT ALL TIMES IN ORDER TO AVOID DANGEROUS

CONSEQUENCES WHICH COULD RESULT FROM UNAUTHORIZED OVERFLIGHT OF SOVIET TERRITORY. RECOGNITION THAT MANY FLIGHT TRACKS ON THIS ROUTE PROVIDE MINIMUM SEPARATION FROM SOVIET AIRSPACE FURTHER EMPHASIZES THE NEED FOR ALL PILOTS TO USE ALL EXISTING NAVIGATIONAL CAPABILITY. THE FAA THEREFORE RECOMMENDS THAT ALL PILOTS FLYING BETWEEN ALASKA AND JAPAN TAKE UTMOST PRECAUTIONS TO AVOID FLYING OVER SOVIET TERRITORY. PILOTS AND OPERATORS OF SMALL AIRCRAFT PERFORMING BEAR HUNTING FLIGHTS OR OTHER TYPES OF FLIGHT IN THE BERING STRAIT AREA ARE ALSO URGED TO TAKE UTMOST PRECAUTION TO AVOID ANY OPERATION IN USSR AIRSPACE.(FAA)

SPECIAL NOTICE - TO CLARIFY ENROUTE COMMUNICATIONS PROCEDURES AND DOCUMENT THOSE NOW GENERALLY EMPLOYED IN SUPPORT OF FLIGHT OPERATIONS IN THE ANCHORAGE ARCTIC CTA/FIR BEYOND LINE OF SIGHT RANGE OF REMOTE CONTROL VHF AIR/GROUND FACILITIES OPERATED FROM THE ANCHORAGE ACC. FLIGHT CREWS OPERATING AIRCRAFT IN THAT AIRSPACE UNDER THOSE CIRCUMSTANCES ARE EXPECTED TO MAINTAIN COMMUNICATIONS WITH CAMBRIDGE BAY RADIO AND A LISTENING OR SELCAL WATCH ON HF FREQUENCIES OF NORTH ATLANTIC DELTA NAT D NETWORK, VIZ. 2971, 4675, 8891, 11279 KHZ. CAMBRIDGE BAY RADIO WILL ACCOMPLISH NECESSARY RELAY BETWEEN ENROUTE AIRCRAFT AND THE ANCHORAGE CENTER. ADDITIONALLY AND IN VIEW OF REPORTED MARGINAL RECEPTION OF HONOLULU PACIFIC VOLMET BROADCAST IN THAT AN ADJACENT CANADIAN AIRSPACE, CAMBRIDGE BAY RADIO CAN PROVIDE ANCHORAGE AND FAIRBANKS SURFACE OBSERVATIONS AND TERMINAL FORECASTS TO FLIGHT CREWS ON REQUEST. (FAA)

ARCTIC CONTROL AREA TRACK

EFFECTIVE 0801 UTC MAY 8, 1986, ARTIC CONTROL AREA TRACKS ARE AMENDED TO READ AS FOLLOWS:

TRACK OSCAR:

ANC VOR (61 09.1N 150 12.3W) - TKA VOR (62 18.0N 150 06.2W) - 70 00.0N 151.00.0W - 80 00.0N 141 00.0W (COMPULSORY REP) - 85 40 0N 115 00.0W (COMPULSORY REP) - 87 00.0N 60 00.0W (COMPULSORY REP).

TRACK PAPA:

ENN VORTAC (64 35.4N 149 04.2W) 70 00.0N 146 00.0W - 74 56.8N 141 00.0W (COMPULSORY REP) - 83 00.5N 115 00.0W (COMPULSORY REP) - 85 00.0N 60 00.0W (COMPULSORY REP).

TRACK QUEBEC: FAI VORTAC (64 48.0N 148 00.6W) - 70 00.0N 143 00.0W - 71 33.7N 141 00.0W (COMPULSORY REP) - 80 17.1N 115 00.0W (COMPULSORY REP) - LT NDB (82 31.6N 62 12.1W) (COMPULSORY REP) -

TRACKS ROMEO AND SIERRA REMAIN UNCHANGED. (FAA 3/86)

MIAMI CTA/FIR

MIAMI ARTCC: AIRCRAFT ON IFR FLIGHT PLANS ENTERING THE MIAMI CTA/FIR AT FL 240 AND ABOVE FROM THE HAVANA CTA/FIR ARE REQUESTED TO ESTABLISH COMMUNICATIONS WITH MIAMI CENTER AT LEAST 10 MINUTES PRIOR TO THE BOUNDARY ON THE FOLLOWING FREQUENCIES: B646, G448--132.2 VHF AND 306.9 UHF; A301, G437 AND R628--128.75 VHF AND 270.3 UHF. AIRCRAFT ON IFR FLIGHT PLAN ENTERING MIAMI CTA/FIR FROM PORT 'AU' PRINCE OR SANTO DOMINGO CTA/FIR CONTACT MIAMI ARTC CENTER ON 132.3/307.2 AT LEAST TEN (10) MINUTES PRIOR TO REACHING MIAMI CTA/FIR BOUNDARY FOR ATC CLEARANCE. (FAA)

SPECIAL NOTICE - MIAMI OCEANIC CTA. EFFECTIVE IMMEDIATELY, AIR TRAFFIC PROPOSING OPERATION IN THE MIAMI OCEANIC CTA EAST OF 80 DEGREES WEST AND SOUTH OF 30 DEGREES NORTH, AT AND ABOVE FL240 BETWEEN 1200Z AND 0000Z, SHOULD EXPECT ROUTING VIA ESTABLISHED AIRWAYS OR APPROVED PART 95 ROUTES.

ALSO, DURING THE SAME PERIOD, A555 BETWEEN ZBB NDB AND GT NDB, AT AND ABOVE FL240, WILL BE RESERVED FOR NORTHWEST BOUND TRAFFIC ONLY.

AIRCRAFT PROPOSING FLIGHT SOUTHEASTWARD ON THAT PORTION OF A555, AT OR ABOVE FL240, CAN EXPECT ROUTING VIA ZBV, BR55V, COBBL, BR1L GT.

THIS ROUTING WILL BE REFERRED TO AS THE MISAN ROUTE. DURING THE PERIOD 1200Z TO 0000Z, THAT PORTION OF BR1L COMPRISING THE MISAN ROUTE WILL BE RESERVED FOR SOUTHEAST BOUND TRAFFIC ONLY. (FAA 1/85)

SPECIAL NOTICE - MIAMI OCEANIC CTA MIAMI ARTCC IS UTILIZING A SECONDARY RADAR SYSTEM FROM AN ANTENNA LOCATED ON THE ISLAND OF GRAND TURK BRITISH WEST INDIES. IFR AIRCRAFT WITHIN 200 NAUTICAL MILES OF THE ANTENNA ABOVE FL240 CAN EXPECT RADAR SEPARATION FROM OTHER IFR AIRCRAFT. RADAR SEPARATION WILL BE UTILIZED BELOW FL240 FOR THOSE PARTICIPATING AIRCRAFT WITHIN THE ANTENNA COVERAGE. THERE IS NO PRIMARY RADAR DATA OR WEATHER INFORMATION AVAILABLE FROM THIS SYSTEM. SOME OVERLAP BETWEEN THIS ANTENNA AND THE PICO DEL ESTE, PUERTO RICO ANTENNA IS AVAILABLE AT AND ABOVE FL240. OVERLAPPING COVERAGE WEST OF GRAND TURK IS NOT YET AVAILABLE. SINCE RADAR SEPARATION IS DEPENDENT UPON THE RECEIPT OF A TRANSPONDER RETURN, ALL AIRCRAFT WITHIN THE 200 NM COVERAGE OF THE SYSTEM ARE REQUIRED TO UTILIZE TRANSPONDER CODES AS ASSIGNED BY ATC OR THE APPROPRIATE STRATUM CODE.

AIRCRAFT DEPARTING AND OVERFLYING THE SANTO DOMINGO AND PORT AU PRINCE FIRS CAN EXPECT ATC ASSIGNED CODES FROM THOSE AGENCIES. INITIAL CALL UP TO MIAMI CENTER PRIOR TO CROSSING THE CTA/FIR BOUNDARY WILL PERMIT EARLY RADAR IDENTIFICATION AND IS NECESSARY. RADAR FLIGHT FOLLOWING OF VFR AIRCRAFT WILL BE AVAILABLE ON A WORKLOAD PERMITTING BASIS. THE PRIMARY ATC FREQUENCY IS 132.3 AND 307.2. MIAMI CENTER IS COMMISSIONING A SECOND FREQUENCY PAIR 135.2 AND 327.0 FOR FUTURE USE. (FAA 92/85)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: THE ATTENTION OF PILOTS PLANNING FLIGHTS WITH THE NEW YORK OCEANIC FLIGHT INFORMATION REGION IS DIRECTED TO THE COMMUNICATION AND POSITION REPORTING REQUIREMENTS SPECIFIED IN THE FOLLOWING ICAO DOCUMENTS: ANNEX 2, PARAGRAPH 3.5.9; ANNEX 11, PARAGRAPH 6.1.2; PANS-RAC 4444, PART 11, PARAGRAPH 13, AND DOC 7030, PARAGRAPHS 4 AND 6. THE COMMUNICATIONS REQUIREMENTS FOR IFR FLIGHTS WITHIN THE NEW YORK OCEANIC CONTROL AREA ARE:

1. FUNCTIONING TWO-WAY RADIO COMMUNICATIONS EQUIPMENT CAPABLE OF COMMUNICATING WITH AT LEAST ONE APPROPRIATE GROUND STATION FROM ANY POINT ON THE ROUTE.
2. MAINTAIN A CONTINUOUS LISTENING WATCH ON THE APPROPRIATE RADIO FREQUENCY.
3. REPORT POSITIONS IN SPECIFIED CIRCUMSTANCES.

NOTE: HF COMMUNICATION IS REQUIRED FOR OCEANIC FLIGHT. THE ABILITY TO COMMUNICATE AT ANY POINT OF THE ROUTE IS NECESSARY FOR THE CONTROL PROCESS. INABILITY TO COMPLY IS IN VIOLATION OF THE REQUIREMENTS STATED ABOVE. NO VHF COMMUNICATIONS ARE AVAILABLE FOR POSITION REPORTING FOR FLIGHT THROUGH NEW YORK OCEANIC AIRSPACE. (FAA)

SPECIAL NOTICE--BERMUDA: THE NEW YORK AREA CONTROL CENTER HAS DELEGATED CONTROL AUTHORITY AND FLIGHT

INFORMATION RESPONSIBILITY WITHIN A 160 NM RADIUS OF THE BERMUDA VOR AT FL 500 AND BELOW TO THE BERMUDA TERMINAL CONTROL AREA FACILITY (TCAF). THE BERMUDA TCAF USES POSITIVE RADAR CONTROL PROCEDURES WITHIN THE BERMUDA CONTROL AREA. CANCELLATION OF IFR FLIGHT AFTER ENTRY INTO THE CONTROL AREA IS NOT PERMITTED. ALL INBOUND TRANSPONDER EQUIPPED AIRCRAFT SHALL RESPOND ON MODE 3A, CODE 2100 UPON ENTRY INTO THE CONTROL AREA. NON-TRANSPONDER EQUIPPED AIRCRAFT OR AIRCRAFT WITH INOPERATIVE TRANSPONDER SHALL BE ASSIGNED SPECIFIC IFR FLIGHT LEVELS UPON ENTERING THE CONTROL AREA. ALL INTERNATIONAL FLIGHTS WHICH PLAN TO PENETRATE THE CONTROL AREA, MUST INCLUDE THE BERMUDA TCAF AS AN AFTN ADDRESSEE ON THE ICAO FILED FLIGHT PLAN. THE BERMUDA TCAF AFTN ADDRESS IS MXKFZS. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: EFFECTIVE IMMEDIATELY ALL AIR CARRIERS, PRIVATE AND MILITARY USERS FLIGHT PLANNING TO OPERATE THROUGH THE NEW YORK OCEANIC CONTROL AREA SHALL, IN ACCORDANCE WITH ICAO DOCUMENT 7030, PARA 4.6, ADD NEW YORK OCEANIC CONTROL AS KZNYZQ AS AN ADDRESSEE. FOR THOSE FOLLOWING THIS PROCEDURE, PLEASE ENSURE THAT CORRECT CALL LETTERS ARE BEING USED. MANY FLIGHT PLANS ARE BEING DUPLICATED AND IN SOME CASES TRIPLICATED. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: SEE THE ENTRY FOR PANAMA IN THE SECTION TITLED FOREIGN NOTICES IN THIS PUBLICATION.

SAN JUAN CTA/FIR

SPECIAL NOTICE: ALL VFR AIRCRAFT ENTERING AND DEPARTING THE SAN JUAN FIR/CTA WILL PROVIDE SAN JUAN RADIO WITH AN ICAO FLIGHT PLAN. ALL AIRCRAFT MUST ESTABLISH 2 WAY COMMUNICATIONS WITH SAN JUAN ON 126.7, 122.2, 123.65 OR 255.4. COMMUNICATION CAN ALSO BE ESTABLISHED BY USING THE VOR FREQUENCY FOR RECEIVING AND TRANSMITTING ON 122.1 FOR BORINQUEN (BQN), MAYAGUEZ (MAZ), PONCE (PSE), ST. THOMAS (STT). THE ST. CROIX TRANSMITTING FREQUENCY TO USE IS 123.6. IF UNABLE TO CONTACT SAN JUAN RADIO THE PILOT IS RESPONSIBLE FOR NOTIFYING ADJACENT ATS UNITS AND REQUEST THAT A POSITION REPORT BE RELAYED TO SAN JUAN RADIO FOR SEARCH AND RESCUE PURPOSES AND FLIGHT FOLLOWING. THIS IS IN ACCORDANCE WITH ICAO DOC. 4444, PART II, PARA. 14.1.1, PARA. 14.1.4; PART VI, PARA. 1.2.1 AND PARA. 2.2.2, ANNEX 11, CHAPTER 6, PARA. 6.1.2.1, PARA. 5.1.1, PARA. 5.2.1, PARA. 5.2.2, PARA. 5.2.2.3, PARA. 5.3.2.4, PARA. 5.4.1. (FAA)

SPECIAL NOTICE--ALL IFR OR VFR AIRCRAFT LANDING AT PUERTO RICO INTERNATIONAL, ISLA GRANDE, HARRY S. TRUMAN, OR ALEXANDER HAMILTON AIRPORTS THAT REQUIRE CUSTOMS, CONTACT SAN JUAN IFSS ONE HOUR PRIOR TO LANDING AND REQUEST CUSTOMS BE ADVISED (ADCUS). ALSO INCLUDE ADCUS IN THE REMARKS SECTION OF THE FLIGHT PLAN. ADCUS SERVICE IS NOT AVAILABLE AT OTHER AIRPORTS IN THE SAN JUAN FIR. PILOTS ARE RESPONSIBLE FOR ADVISING CUSTOMS OF THEIR INTENDED ARRIVAL IN ACCORDANCE WITH PROCEDURES CONTAINED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL. (SAN JUAN IFSS 101200.)

HOUSTON/MIAMI CTA/FIR-NY OCEANIC CONTROL AREA

SPECIAL NOTICE: A LARGE SCALE METEOROLOGICAL STUDY WILL BE CONDUCTED FROM JANUARY 15 TO MARCH 15, 1986, IN THE OFFSHORE AIRSPACE ADJACENT TO THE UNITED STATES GULF AND EAST COASTS. THE PROJECT, KNOWN AS "GALE__GENESIS OF ATLANTIC LOW EXPERIMENT," WILL INVESTIGATE THE DEVELOPMENT OF EAST COAST STORMS WHICH PRESENT A SERIOUS FORECASTING PROBLEM. SOME 10 OR MORE AIRCRAFT WILL BE DEPLOYED TO FLY ROUTES AND FLIGHT PATTERNS WITHIN THE GALE PROJECT STUDY AREA. ACTIVITIES WILL INCLUDE DROPWINDSONDE RELEASES ALONG PREDETERMINED TRACKS IN THE UNITED STATES GULF AND ATLANTIC OFFSHORE AREAS BETWEEN 80 DEGREES WEST LONGITUDE AND 70 DEGREES WEST LONGITUDE. ALL DROPWINDSONDE RELEASES WILL OCCUR MORE THAN 50NM OFFSHORE. ACTUAL FLIGHT TIMES WILL DEPEND ON DEVELOPING STORM CONDITIONS. PILOTS OPERATING WITHIN THE GALE STUDY AREA MAY RECEIVE STATUS INFORMATION FROM THE APPROPRIATE ATC FACILITY. (FAA)

NORTH AMERICAN ROUTES
(NAR)

"Due to the decommissioning of the Nitchequon NDB, the North American Routes for North Atlantic Traffic (NAR) are revised effective May 8, 1986, as follows.

Delete:

NA 328

Add:

NAR Westbound Routes - Common Portion

NAR Designator	Coastal Fix	Route Description	Inland Navigational Facility
NA 248	HADOK	Eric HL 563 J563	Albany
NA 252	HADOK	Eric HL 563 Baie Comeau HL 555	Charlevoix
NA 316	NAIN	HL548 Shefferville HANDA Chibougamau HL 570 J570	Albany
NA 324	NAIN	HL 548 Shefferville FIDEL Timmins HL 548 J548 Pullman V84 PAPPI	Chicago
NA 326	NAIN	HL 548 Shefferville HANDA Chibougamau HL 570	Montreal/Mirabel/ Dorval
NA 332	NAIN	HL 548 Shefferville HANDA VAL-d'OR	Midland
NA 336	NAIN	HL 548 Shefferville HANDA Chibougamau HL 597	Killaloe
NA 348	KUUJJUAQ	Baddy Chibougamau HL 570	Montreal/Mirabel/ Dorval
NA 354	KUUJJUAQ	Baddy Chibougamau HL 597	Killaloe

NAR Eastbound Routes - Common Portion

NAR Designator	Inland Navigational Facility	Route Description	Coastal Fix
NA 247	Charlevoix	HL 555 Baie Comeau HL 563 Eric"	HADOK

NORTH AMERICAN ROUTES
(NAR)

"The North American Routes for North Atlantic Traffic (NAR) are revised effective March 13, 1986, as follows:

Delete:

NA 346, NA 350

Add:

NAR Westbound Routes - Common Portion

NAR Designator	Coastal Fix	Route Description	Inland Navigational Facility
NA 356	KUUJJUAQ	HL479 LG4 VAL-D'OR HL545	Midland

The above changes reflect the decommissioning of the Nitchequon NDB, and also, eliminate the possibility of any misunderstanding between NA 350 and FL 350."

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INTERNATIONAL NOTICES TO AIRMEN

U.S. Department of Transportation
Federal Aviation Administration

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FOREWORD

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION IS A BI-WEEKLY PUBLICATION CONTAINING SIGNIFICANT INTERNATIONAL NOTAM INFORMATION AND SPECIAL NOTICES WHICH MAY AFFECT A PILOT'S DECISION TO ENTER OR USE CERTAIN AREAS OF FOREIGN OR INTERNATIONAL AIRSPACE. THIS PUBLICATION COMPLEMENTS AND EXPANDS DATA CARRIED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL, AVAILABLE UPON SEPARATE SUBSCRIPTION. ALL PILOTS SHOULD REVIEW THE FOREIGN AIRSPACE AND ENTRY RESTRICTIONS PUBLISHED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL DURING THE FLIGHT PLANNING PROCESS. FOREIGN AIRSPACE PENETRATION WITHOUT OFFICIAL AUTHORIZATION CAN INVOLVE BOTH DANGER TO THE AIRCRAFT AND THE IMPOSITION OF SEVERE PENALTIES AND INCONVENIENCE TO BOTH PASSENGERS AND CREW. A FLIGHT PLAN ON FILE WITH ATC AUTHORITIES DOES NOT NECESSARILY CONSTITUTE THE PRIOR PERMISSION REQUIRED BY CERTAIN OTHER AUTHORITIES. THE POSSIBILITY OF FATAL CONSEQUENCES CANNOT BE IGNORED IN SOME AREAS OF THE WORLD.

THE INFORMATION CONTAINED IS DERIVED FROM INTERNATIONAL NOTAMS AND OTHER APPROPRIATE SOURCES. INTERNATIONAL NOTAMS ARE OF TWO TYPES, CLASS ONE INTERNATIONAL NOTAMS AND CLASS TWO INTERNATIONAL NOTAMS. CLASS ONE NOTAMS ARE THOSE NOTAMS DISSEMINATED VIA TELECOMMUNICATIONS. THESE NOTAMS ARE MADE AVAILABLE VIA TELECOMMUNICATIONS TO THE U.S. FLYING PUBLIC THROUGH THE INTERNATIONAL NOTAM OFFICE IN WASHINGTON, D.C., VIA THE LOCAL FLIGHT SERVICE STATIONS. CLASS TWO NOTAMS ARE NOTAMS DISSEMINATED VIA POSTAL SERVICES AND ARE NOT READILY AVAILABLE TO THE U.S. FLYING PUBLIC. THIS PUBLICATION COVERS NOTAM AND OTHER TEMPORARY, HAZARDOUS CONDITIONS WHICH ARE NOT READILY AVAILABLE TO THE FLYING PUBLIC AND INCLUDES INFORMATION ON RECORD AS OF 1200Z ON THE DATE APPEARING ON THE COVER. FOR LATEST INFORMATION, CONSULT CLASS I NOTAMS ISSUED BY TELECOMMUNICATIONS AT ANY FAA FLIGHT SERVICE STATION. THE FOREIGN NOTICES INCLUDED, ARE TO THE MAXIMUM EXTENT POSSIBLE, CARRIED AS ISSUED. THE ABBREVIATIONS USED ARE, IN MOST ALL INSTANCES, THOSE ABBREVIATIONS LISTED IN ICAO DOCUMENT DOC 8400. INFORMATION INCLUDED WILL INDICATE THE SOURCE FOLLOWING THE ENTRY. THIS WILL ASSIST THE USER IN ESTABLISHING THE CURRENCY OF THE INFORMATION CONTAINED, SHOULD HE SO DESIRE, WITH THE ORIGINATOR OF THE INFORMATION (SEE THE INTERNATIONAL FLIGHT INFORMATION MANUAL FOR FOREIGN NOTAM OFFICE AREAS OF RESPONSIBILITY AND FOR A LISTING OF FOREIGN NOTAM OFFICES WITH WHICH THE U.S. INTERNATIONAL NOTAM OFFICE EXCHANGES INFORMATION). INFORMATION SOURCES WILL BE INDICATED AS I OR II FOR CLASS ONE AND CLASS TWO NOTAMS, FOLLOWED BY THE NOTAM NUMBER; AIP FOR AERONAUTICAL INFORMATION PUBLICATION CHANGES, FOLLOWED BY THE AIP CHANGE NUMBER; AIC FOR AERONAUTICAL INFORMATION CIRCULAR, FOLLOWED BY THE AIC NUMBER; DOS FOR DEPARTMENT OF STATE ADVISORIES; AND FAA FOR FEDERAL AVIATION ADMINISTRATION.

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION GIVES WORLD WIDE COVERAGE IN EACH ISSUE. COVERAGE FOR THE U.S. AND ITS EXTERNAL TERRITORIES IS LIMITED AND NORMALLY WILL NOT INCLUDE DATA AVAILABLE ON DOMESTIC NOTAM CIRCUITS OR PUBLISHED IN OTHER OFFICIAL SOURCES AVAILABLE TO THE USER.

EACH ISSUE OF THIS PUBLICATION IS COMPLETE IN ITSELF AS FAR AS DATA OF A TEMPORARY NATURE IS CONCERNED. TEMPORARY DATA IS REPEATED IN EACH ISSUE UNTIL THE CONDITION CEASES TO EXIST. PERMANENT DATA WILL BE CARRIED UNTIL IT IS SUFFICIENTLY PROMULGATED OR IS AVAILABLE IN OTHER PERMANENT SOURCES. THESE ITEMS WILL BE PREFIXED BY A SOLID DOT (•) WHEN THEY ARE TO BE REMOVED FROM FUTURE EDITIONS. THIS WILL AID THE USER IN THE IDENTIFICATION OF THOSE PERMANENT ITEMS WHICH HE, THE USER, MAY WISH TO RETAIN FOR HIS OWN RECORDS. NEW ITEMS TO THIS PUBLICATION ARE IDENTIFIED BY UNDERSCORING THE FIRST LINE OF THE NEW ENTRY.

IN CARRYING OUT ITS EXPRESSED PURPOSE OF PROVIDING A NOTICE TO AIRMEN SERVICE, THIS PUBLICATION INCLUDES DATA ISSUED BY FOREIGN GOVERNMENTS. IT SHOULD BE CLEARLY UNDERSTOOD THAT THE PUBLICATION OF SUCH DATA IN NO WAY CONSTITUTES A LEGAL RECOGNITION OF THE INTERNATIONAL VALIDITY OF SUCH DATA. THE SCOPE OF THIS PUBLICATION PRECLUDES ANY ATTEMPT TO TABULATE ALL NOTAM DATA. WHILE EVERY EFFORT IS MADE TO PUBLISH ALL PERTINENT DATA, THE FEDERAL AVIATION ADMINISTRATION CANNOT ASSUME ANY LIABILITY FOR FAILURE TO PUBLISH ANY PARTICULAR ITEM.

COMMUNICATIONS WITH THE EDITORS OF THIS PUBLICATION, INCLUDING NOTIFICATION OF ERRONEOUS OR OBSOLETE DATA, SHOULD BE DIRECTED TO THE FEDERAL AVIATION ADMINISTRATION, FLIGHT INFORMATION AND OBSTRUCTIONS BRANCH (ATO-210), 800 INDEPENDENCE AVE., SW, WASHINGTON, D.C. 20591 (TELEPHONE 202-426-8790, 0800-1700 MONDAY-FRIDAY; OTHER TIMES CALL 202-426-3380). SUBSCRIPTIONS FOR THIS PUBLICATION SHOULD NOT BE FORWARDED TO THE FEDERAL AVIATION ADMINISTRATION. THIS PUBLICATION IS SOLD BY THE SUPERINTENDENT OF DOCUMENTS, U.S. GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C. 20402. ALL QUERIES CONCERNING YOUR SUBSCRIPTION OR PRICES SHOULD BE DIRECTED ONLY TO THE SUPERINTENDENT OF DOCUMENTS.

FOREIGN NOTICES

CARIBBEAN

SPECIAL NOTICE: SEE SPECIAL NOTICE UNDER CARIBBEAN IN THE INTERNATIONAL OCEANIC AIRSPACE NOTICE.

CUBA

AIRCRAFT ARRIVING FROM OR DEPARTING FOR CUBA MUST LAND AT OR DEPART FROM FORT LAUDERDALE-HOLLYWOOD AIRPORT.

IRAN -- PERSIAN GULF

THE IRANIAN AIRSPACE IS CLOSED TO UNITED STATES AIRCRAFT. FLIGHT PLAN AND LATEST INFORMATION REGARDING AIRCRAFT THAT FLY IN THE PORTION OF TEHRAN FIR OVER THE PERSIAN GULF SHOULD BE MADE AVAILABLE TO TEHRAN ACC EITHER DIRECTLY OR THROUGH BAHRAIN ACC OR BANDAR ABBASS, BUSHER ATC. AIRCRAFT THAT FAIL TO DO SO SHOULD REFRAIN FROM FLYING OVER AND IN THE VICINITY OF ANY INSTALLATION BELONGING TO ISLAMIC REPUBLIC OF IRAN. AREA CONTROL SERVICE PROVIDED BY TEHRAN ACC ALONG ATS 21 AND OTHER ATS ROUTES OVER THE PERSIAN GULF IS REDUCED TO FLIGHT INFORMATION SERVICE UNTIL FURTHER NOTICE DUE TO TEMPORARY DEFICIENCIES IN VHF COMMUNICATIONS. COMMUNICATIONS ARE AVAILABLE ON HF FREQUENCIES 13336, 8847, 5880, 5603 AND 6624KHZ AND VHF FREQUENCIES 134.1 AND 118.1MHZ. TEHRAN ASSUMES NO RESPONSIBILITY FOR THE PORTIONS OF ATS ROUTES R21 AND B56 WHICH ARE OVER THE HIGH SEAS. FLIGHTS MAY BE SUBJECT TO VISUAL IDENTIFICATION BY MILITARY AIRCRAFT ACCORDING TO ICAO REGULATIONS. OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD BE AWARE THAT THE FAA IS NOT A DIRECT RECIPIENT OF IRANIAN NOTAMS AND THAT THE ABOVE INFORMATION MAY NOT BE COMPLETE AND CURRENT. PILOTS PLANNING TO OPERATE IN THE PERSIAN GULF AREA SHOULD VERIFY NOTAMS WITH A FACILITY RECEIVING CURRENT NOTAM INFORMATION. DUE TO THE TENSIONS AND HOSTILITIES IN THE PERSIAN GULF AREA IT IS RECOMMENDED THAT OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD CONTINUE TO FLIGHT PLAN SO AS NOT TO FLY OVER THE PERSIAN GULF EAST OF AIRWAY B-55 OR NORTH OF AIRWAY A-55. (FAA FDC 4/334)

U.S.NAVAL FORCES IN THE PERSIAN GULF, STRAIT OF HORMUZ, GULF OF OMAN AND ARABIAN SEA (NORTH OF 20 DEGREES NORTH) ARE TAKING ADDITIONAL DEFENSIVE PRECAUTIONS AGAINST TERRORIST THREATS. AIRCRAFT AT ALTITUDES LESS THAN 2000 FT. AGL WHICH ARE NOT CLEARED FOR APPROACH/DEPARTURE TO OR FROM A REGIONAL AIRPORT ARE REQUESTED TO AVOID APPROACHING CLOSER THAN 5 NM TO U.S.NAVAL FORCES.

IT IS ALSO REQUESTED THAT AIRCRAFT APPROACHING WITHIN 5 NM ESTABLISH AND MAINTAIN RADIO CONTACT WITH U.S.NAVAL FORCES ON 121.5 MHZ VHF OR 243.0 MHZ UHF. AIRCRAFT WHICH APPROACH WITHIN 5 NM AT ALTITUDES LESS THAT 2000 FT. AGL WHOSE INTENTIONS ARE UNCLEAR TO U.S.NAVAL FORCES MAY BE HELD AT RISK BY U.S. DEFENSIVE MEASURES. THIS IS A JOINT USCINCPAC AND USCINCCENT NOTAM AFFECTING OPERATIONS WITHIN THEIR RESPECTIVE AREA OF RESPONSIBILITY. (112119 KFDC)

LEBANON

DUE TO SAFETY IN AIR COMMERCE AND AIR TRANSPORTATION, AND THE PUBLIC INTEREST, ALL U.S. AIR CARRIERS (PART 121/135/125) ARE PROHIBITED FROM OPERATING INTO BEIRUT INTERNATIONAL AIRPORT. (FAA RWA 5/106)

NETHERLANDS ANTILLES

PRINSES BEATRIX AIRPORT - ARUBA: DUE TO FREQUENT VIOLATION OF ARTICLE 29 OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION AND OF OUR NATIONAL LAWS AND REGULATIONS ON THE SAME SUBJECT, AIRMEN ARE ADVISED THAT STRICT INSPECTION OF AIRCRAFT DOCUMENTS AND CREW MEMBER LICENSES WILL BE CARRIED OUT AND THAT FAILURE TO CARRY VALID DOCUMENTS AND CERTIFICATES MAY RESULT IN LEGAL PROSECUTION. (II 10/82)

NICARAGUA

ALL NATIONAL AND FOREIGN REGISTERED AIRCRAFT PROVIDING SCHEDULED OR NON-SCHEDULED COMMERCIAL SERVICE OR GENERAL AVIATION SERVICE NEEDING TO REFUEL AT THE AUGUSTO C. SANDINO INTERNATIONAL AIRPORT SHALL MAKE ARRANGEMENTS TO DO SO WITH THE AIRPORT ADMINISTRATION, WHICH IS THE ONLY AGENCY AUTHORIZED TO PROVIDE THIS SERVICE.(II A4/85)

PANAMA

SPECIAL NOTICE: EN ROUTE IFR FLIGHTS OPERATING WITHIN THE PANAMA CTA AND OUTSIDE THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ARE REQUIRED TO ESTABLISH AND MAINTAIN COMMUNICATIONS WITH PANAMA RADIO. IFR ACFT ENTERING THE PANAMA CTA SHALL MAKE A STANDARD POSITION REPORT AT THE CTA BOUNDARY TO PANAMA ARTCC THROUGH PANAMA RADIO. PRIMARY AND ALTERNATE FREQUENCIES: PRIMARY 6649 KHZ, ALTERNATE 2944 KHZ WHEN OPERATING SOUTH OF 09-00N/TBG. PRIMARY 6577 KHZ, ALTERNATE 8918 KHZ WHEN OPERATING NORTH OF 09-00N/TBG. ADDITIONAL FREQUENCIES AVAILABLE ARE 5520 KHZ, AND 11396 KHZ. U.S. MILITARY FLIGHTS AND CIVIL ACFT UNABLE TO ESTABLISH COMMUNICATIONS WITH PANAMA RADIO MAY UTILIZE ALBROOK AIRWAYS ON USB FREQUENCIES 5710 KHZ 0200-1200Z, 6683 KHZ 0000-1400Z, 8993/11176 KHZ 24 HOURS DAILY, 15015 KHZ 1200-0200Z, 18019 KHZ 1400-2400. WHEN OPERATING WITHIN THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ENROUTE IFR AIRCRAFT ARE REQUIRED TO MAINTAIN DIRECT PILOT/CONTROLLER COMMUNICATIONS UTILIZING 125.5 OR 352.0 MHZ, ALTERNATES 120.3 OR 317.7 MHZ. ALL AIRCRAFT OPERATING WITHIN THE PANAMA CTA/FIR EQUIPPED WITH FUNCTIONING TRANSPONDER SHOULD SET TRANSPONDERS TO REPLY ON THE FOLLOWING MODES/CODES IN ACCORDANCE WITH TYPE OF FLIGHT PLAN AND ALTITUDE STRATUM. IFR AIRCRAFT BELOW FLIGHT LEVEL 200 MODE A/3 CODE 1100. AT AND ABOVE FLIGHT LEVEL 200 MODE A/3 CODE 2100. VFR AIRCRAFT, MODE A/3 CODE 1200. OTHER TRANSPONDERS REPLIES WILL BE ASSIGNED BY PANAMA ACC AS NECESSARY. (FAA)

THAILAND

BANGKOK INTERNATIONAL AIRPORT - PEAK HOURS: DUE TO CRITICAL AIR TRAFFIC SATURATION AT BANGKOK INTERNATIONAL AIRPORT, WITH IMMEDIATE EFFECT, PEAK HOURS AT BANGKOK INTERNATIONAL AIRPORT ARE FROM 0200 TO 0530Z, 1000 TO 1300Z AND FROM 1500 TO 1700Z. ALL FOREIGN INTERNATIONAL NONSCHEDULED AIRCRAFT SHOULD AVOID TO LAND WITH TRAFFIC PURPOSE AT BANGKOK INTERNATIONAL AIRPORT DURING THE DECLARED PEAK HOURS. RESTRICTION DURING PEAK HOURS FROM 1500 TO 1700Z SHALL BE STRICTLY IMPOSED ON NONSCHEDULED B-747 TO LAND WITH ANY PURPOSES. (AIC 1/81)

ZAMBIA

LUSAKA FIR NON-SCHEDULED FLIGHTS: THE ZAMBIAN AIRSPACE IS NOW OPEN TO ALL NONSCHEDULED FLIGHTS EXCEPT WESTERN PROVINCE. THOSE OPERATORS WISHING TO OPERATE INTO OR OVERFLY WESTERN PROVINCE OF ZAMBIA MUST APPLY TO THE COMMANDER ZAMBIA NATIONAL DEFENSE FORCES GIVING 10 DAYS PRIOR NOTICE AND APPROVAL MUST BE RECEIVED BY THE APPLICANT BEFORE FLIGHT IS UNDERTAKEN.

THE APPLICATION MUST INCLUDE THE FOLLOWING:

A. PILOTS NAME;
B. OPERATORS NAME AND ADDRESS;
C. TYPE OF AIRCRAFT AND REGISTRATION;
D. ROUTE OR AREA OF OPERATION; AND
E. PURPOSE OF FLIGHT DATES, TIMINGS, ETC.

ALL APPLICATIONS ARE DIRECTED TO THE COMMANDER Z.N.D. FORCES. (II 5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

CANARY ISLANDS

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, BECAUSE OF INCIDENTS IN THE WESTERN SAHARA REGION ON JANUARY 21 AND FEBRUARY 21, 1985, RESULTING IN AIRCRAFT DOWNINGS WHICH WERE MOST LIKELY CAUSED BY SURFACE TO AIR MISSLE FIRINGS, IT IS STRONGLY RECOMMENDED THAT FLIGHTS MAINTAIN A MINIMUM ALTITUDE OF 20,000 FEET IN THAT AREA OF THE CARARYS FLIGHT INFORMATION REGION (FIR) OVER THE LAND MASS OF THE WESTERN SAHARA SOUTH OF 26 DEGREES NORTH LATITUDE AND FOR A DISTANCE OF FIVE NAUTICAL MILES OUT TO SEA PARALLEL TO THE SAHANAR COAST. FOR FLIGHTS OPERATING TO OR FROM DAKHLA (EX VILLA CISNEROS) - 20 DEGREES, FIFTY-FOUR MINUTES NORTH LATITUDE; 17 DEGREES 4 MINUTES WEST LONGITUDE, RECOMMEND ALL DESCENTS BE MADE FROM SEAWARD AND CLIMB TO SEAWARD UNTIL PASSING 20,000 FEET OR UNTIL PASSING MORE THAN FIVE NAUTICAL MILES FROM THE COAST. (DOS 086863 3/85)

CHAD

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, ALL AIRCRAFT ARE FORBIDDEN FLIGHT IN CERTAIN CHADIAN SKIES SO AS TO AVOID MILITARY INTERCEPTION OR WORSE. THE AFFECTED AIRSPACE IS DESCRIBED AS THAT NORTH OF THE LINE CONNECTING COORDINATE 12 DEGREES 37'N, 16 DEGREES 16'E AND COORDINATE 13 DEGREES 43'N, 22 DEGREES 07'E.

THE ORDINANCE DELIMITS THE AFFECTED AIRSPACE AS FOLLOWS:

A. TO THE WESTERN, NORTHERN, AND EASTERN FRONTIER OF CHAD BETWEEN 10 DEGREES 48'N, 15 DEGREES 05'E AND 13 DEGREES 43'N, 22 DEGREES 07'E.

B. TO THE SOUTH, 80 NM ARC CENTERED ON FL VOR DELIMITED BY THE COORDINATES 10 DEGREES 48'N, 15 DEGREES 05'E AND 12 DEGREES 37'N, 16 DEGREES 16'E.

C. STRAIGHT LINE CONNECTING COORDINATES 12 DEGREES 37'N, 16 DEGREES 16'E AND 13 DEGREES 43'N, 22 DEGREES 07'E.

AIRCRAFT APPROACHING NDJAMENA THROUGH THE RESTRICTED AIRSPACE MUST OBTAIN ADVANCE CLEARANCE BY CONTACTING AUTHORIES IN NDJAMENA ON EITHER OF THE FOLLOWING FREQUENCIES: 119.7 MHZ OR 118.1 MHZ. (DOS 1196 3/86)

COLOMBIA

THE GOVERNMENT OF COLOMBIA HAS A RESTRICTED AIR TRAFFIC ZONE OVER MOST OF THE SANTA MARTA MOUNTAINS, ALL OF THE STATE OF GUAJIRA, AND ALL TERRITORIAL WATERS NORTH OF THESE AREAS (12NM FROM THE COAST LINE). THE ZONE EXTENDS TO AN ALTITUDE OF 7,000 FEET, EXCEPT OVER THE MOUNTAINS, WHERE IT EXTENDS TO 20,000 FEET. PILOTS FORCED TO ENTER THIS REGION SHOULD NOTIFY COLOMBIAN CIVIL AVIATION AUTHORITIES IN ADVANCE AND BE PREPARED TO PROPERLY IDENTIFY THEMSELVES, THEIR AIRCRAFT, AND BE ABLE TO JUSTIFY A FORCED LANDING. IT IS MANDATORY THAT ANY PILOT TRANSITTING THIS AREA HAVE PERMISSION AND FLIGHT PLAN ON FILE AT LEAST 24 HOURS IN ADVANCE OF ENTERING COLOMBIAN AIRSPACE. (DOS 5/83)

GREECE

THE GREEK GOVERNMENT HAS MODIFIED THE G-18 TRANS-AEGEAN ROUTE, A DUAL ROUTING HAS BEEN ESTABLISHED FOR NORTH/SOUTH TRAFFIC OVER THE AEGEAN. THE NEW ROUTE WHICH IS A DIRECT ROUTE FROM FISKA (YUGOSLAV BORDER) TO MESTA (CHIOS ISLAND) HAS BEEN GIVEN THE G-18 DESIGNATION. THE OLD G-18 ROUTE VIA LIMNOS HAS BEEN REDESIGNATED AS J-60. THIS ROUTE WILL STILL BE THE PRIMARY AIR TRAFFIC CORRIDOR ON SATURDAYS AND SUNDAYS AND DURING DAYLIGHT HOURS ON WEEKDAYS. THE NEW ROUTE WILL ONLY BE UTILIZED AT NIGHT DURING WEEKDAYS (MONDAY THROUGH FRIDAY, 2000Z UNTIL 0400Z). (DOS 5/86)

NICARAGUA

THE GOVERNMENT OF NICARAGUA IS TIGHTENING ITS REGULATIONS REGARDING COMMERCIAL, PRIVATE AND MILITARY FLIGHTS INTO THEIR COUNTRY. PILOTS PLANNING FLIGHTS TO NICARAGUA SHOULD ASSURE THAT ENTRY, OVERFLIGHT AND LANDING AUTHORIZATION HAVE BEEN OBTAINED FROM THE APPROPRIATE AVIATION AUTHORITY PRIOR TO DEPARTURE AND THAT WHEN OPERATING WITHIN THEIR AIRSPACE STRICTLY COMPLY WITH THOSE REGULATIONS RELATING TO THE FLIGHT AND MANEUVER OF THE AIRCRAFT. (DOS 6/81)

THE GOVERNMENT OF NICARAGUA HAS IMPOSED A 10 MILE WIDE CORRIDOR. AIRWAY B4 HAS BEEN COMBINED WITH A1 AND RUNS APOPA-ANAPO-ARLEN (1159N-8659W)-MGA. ARIEN IS AT A BEARING OF 246 DEGREES FROM MANAGUA. AIR TRAFFIC ENTERING OR EXITING COSTA RICA VIA NICARAGUA MUST FLY OVER LOS CHILES IN NORTHERNMOST COSTA RICA. THE CORRIDOR IS CONNECTED TO MANAGUA. (DOS 5/23/84)

PANAMA

THE PANAMANIA DIRECTORATE OF CIVIL AVIATION (DAC) HAS CHANGED THE LANDING REQUIREMENTS FOR GENERAL AVIATION AIRCRAFT LANDING IN PANAMA. DUE TO DRUG TRAFFICKERS WHO MAY BE USING PANAMA TO FERRY ILLEGAL DRUGS TO THE UNITED STATES, PRIOR PERMISSION MUST BE OBTAINED FOR ALL PRIVATE AIRCRAFT LANDING IN PANAMA. (DOS 7/85)

WEST INDIES - ASSOCIATED STATES

TURKS AND CAICOS ISLANDS: CHARTER, COMMERCIAL AND FREIGHT AIRCRAFT REQUIRE 24 HOURS PRIOR PERMISSION TO LAND. ADDRESS TO: TELEX: 8227, CHIEFMIN TO. (FAA)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

GENERAL

COORDINATED UNIVERSAL TIME (UTC)

INTERNATIONAL DATE/TIME GROUP CHANGE. EFFECTIVE 0001 UTC DECEMBER 19, 1985, THE UNITED STATES WILL ADOPT PROVISIONS CONTAINED IN ICAO AERONAUTICAL INFORMATION SERVICES (AIS) ANNEX 15 AMENDMENT 25 PERTAINING TO DATE/TIME GROUPS ON ALL INTERNATIONAL CLASS I NOTAM(S).

EXAMPLE:

PRESENTLY.........B) 13021900 C) 15022300

13 = DAY 02 = MONTH 19 = HOUR 00 = MINUTES

WILL BE CHANGED TO READ.......B) 02131900 C) 02152300

02 = MONTH 13 = DAY 19 = HOUR 00 = MINUTES

(A0056/85 KFDC)

NORTH ATLANTIC

POSITION REPORTING PROCEDURE

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION:

1. THE FOLLOWING REVISED POSITION REPORTING PROCEDURE REQUIRING THE INCLUSION OF AN ADDITIONAL ITEM (ITEM H) IN THE POSITION REPORT, WILL BE IMPLEMENTED ON A TRIAL BASIS BY GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK OACS, IN ORDER TO PROVIDE FOR EARLIEST POSSIBLE DETECTION OF MISUNDERSTANDINGS REGARDING THE ROUTE TO BE FOLLOWED BY AIRCRAFT IN THE NAT REGION AND ADJACENT TRANSITION AREAS.

2. EFFECTIVE 0900 GMT ON 20 NOVEMBER 1979, AIRCRAFT ENTERING, OPERATING WITHIN, OR LEAVING THE OCEANIC CONTROL AREAS OF GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK WILL TRANSMIT THE FOLLOWING ELEMENTS OF INFORMATION IN POSITION REPORTS TO THE APPROPRIATE OCEANIC CONTROL CENTRE:

   A. THE WORD "POSITION";
   B. AIRCRAFT IDENTIFICATION;
   C. PRESENT POSITION;
   D. TIME OVER PRESENT POSITION (HOURS AND MINUTES);
   E. PRESENT FLIGHT LEVEL;
   F. ESTIMATED POSITION ON ASSIGNED ROUTE;
   G. TIME FOR ESTIMATED POSITION (HOURS AND MINUTES);
   H. NEXT POSITION ON ASSIGNED ROUTE;
   I. ANY FURTHER INFORMATION, D.C., AIREP DATA OR COMPANY MESSAGE.

SPOKEN EXAMPLE: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

WRITTEN EXAMPLE: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: IN VIEW OF THE CURRENT ENERGY SITUATION, THE FOLLOWING POINTS ARE BROUGHT TO THE ATTENTION OF NAT PILOTS WITH A VIEW TO ENSURING THAT EACH AIRCRAFT IS OPERATED AS CLOSE AS POSSIBLE TO ITS OPTIMUM FLIGHT LEVEL AND MACH NUMBER.

1. PILOTS SHOULD REQUEST A CHANGE OF FLIGHT LEVEL OR MACH NUMBER WHENEVER THIS WOULD IMPROVE THE OPERATING EFFICIENCY OF THE AIRCRAFT. REFUSALS, DUE TO OTHER TRAFFIC, SHOULD NOT DETER PILOTS FROM CONTINUING TO MAKE SUCH REQUESTS.

2. WHEN CIRCUMSTANCES RENDER THIS FEASIBLE, CONTROLLERS WILL ASK ANOTHER AIRCRAFT TO ACCEPT A HIGHER FLIGHT LEVEL OR CHANGE OF MACH NUMBER IN ORDER TO FACILITATE CLEARANCES FOR AIRCRAFT WHICH WOULD OTHERWISE EXPERIENCE A SIGNIFICANT PENALTY. IN AGREEING TO SUCH A REQUEST, PILOTS WILL CONTRIBUTE TO THE OVERALL ECONOMY IN FUEL USED.

3. WHERE POSSIBLE, PILOTS SHOULD GIVE ADVANCE WARNING OF A REQUEST; E.G., IF A WESTBOUND FLIGHT WISHES TO CLIMB AT 30° W, IT WILL ASSIST THE CONTROLLER IF THE REQUEST IS MADE WITH THE 20° W POSITION REPORT.

SPECIAL NOTICE - WEATHER REPORTING IN NORTH ATLANTIC

EFFECTIVE SEPTEMBER 1, 1983 AN INCREASED WEATHER REPORTING REQUIREMENT FOR TRANS-ATLANTIC FLIGHTS WILL BE INTRODUCED ON A TRIAL BASIS. THE PURPOSE OF THE TRIAL IS TO ESTABLISH THE PRACTICALITY OF IMPROVING THE ACCURACY OF METEOROLOGICAL FORECASTS BY MEANS OF ENHANCED AIRCRAFT REPORTS.

THE AIRCRAFT OBSERVATIONS AND REPORTS REQUIRED FOR THE TRIAL PERIOD ARE:

ALL AIRCRAFT FLYING IN THE GANDER OCEANIC, SHANWICK OCEANIC, NEW YORK OCEANIC, AND SANTA MARIA OCEANIC FLIGHT INFORMATION REGIONS BETWEEN NORTH AMERICA AND EUROPE, IN EITHER DIRECTION, SHALL MAKE, RECORD, AND REPORT ROUTINE METEOROLOGICAL OBSERVATIONS AT EACH DESIGNATED REPORTING POINT AND AT THE INTERMEDIATE MID-POINT BETWEEN SUCH REPORTING POINTS, EXCEPT THAT:

1.) THE MID-POINT OBSERVATION SHALL NOT BE THE SUBJECT OF A SPECIAL REPORT, BUT WILL BE RETAINED FOR TRANSMISSION AT THE NEXT DESIGNATED REPORTING POINT, AND

2.) AIRCRAFT CLEARED ON AN ORGANIZED TRACK SHALL BE REQUIRED TO MAKE, RECORD, AND REPORT ROUTINE OBSERVATIONS ONLY WHEN SO DESIGNATED AT THE TIME OF RECEIVING THEIR OCEANIC CLEARANCE.

THE FORMAT TO BE USED FOR REPORTING THE ADDITIONAL OBSERVATIONS SHALL BE BY REFERENCE TO THE LATITUDE (DEGREES AND MINUTES) AND LONGITUDE (DEGREES ONLY) OF THE INTERMEDIATE MID-POINT. EXAMPLE:

POS TW 760 62N 040W 0815
F410 61N 030W 0848 60N 020W NEXT MS56
220/55 6230N 045W MS 60 270/80

THE PERIOD OF THE TRIAL IS NOT FIXED. IN THE EVENT THAT PROBLEMS OF FREQUENCY CONGESTION, ETC., ARISE, THE TRIAL WOULD BE CURTAILED. ALTERNATELY, SUCCESSFUL OPERATION WILL ENABLE THE TRAIL PROCEDURES TO BE ADOPTED ON A PERMANENT BASIS.

SPECIAL NOTICE - NEW YORK VOLMET

NEW YORK VOLMET FREQUENCY 13270 KHZ BROADCASTS FROM 1 HOUR BEFORE SUNRISE TO 1 HOUR AFTER SUNSET. FREQUENCY 3485 KHZ BROADCASTS FROM 1 HOUR AFTER SUNSET TO 1 HOUR BEFORE SUNRISE. THE NEW YORK VOLMET CONTINUES ITS 24 HOUR-A-DAY BROADCAST ON FREQUENCIES 6604 KHZ AND 10051 KHZ. (FAA)

ATLANTIC AREA LORAN-C INFO: THE CURRENT OPERATIONAL STATUS OF ALL ATLANTIC AREA LORAN-C STATIONS IS AVAILABLE FROM THE FIVE COORDINATOR'S OF CHAIN OPERATIONS (COCO'S). THE COCO MONITORS THE DAY-TO-DAY OPERATIONS OF THE LORAN-C CHAIN AND PROVIDES INFORMATION WITH A RECORDED TELEPHONE ANNOUNCEMENT OR RESPONDS TO QUERIES DIRECTED TO THE COCO PERSONALLY. PERTINENT TELEPHONE NUMBERS FOLLOW:

A. COCO GREAT LAKES (8970) AND NORTHEAST (9960) CHAINS IS LOCATED AT LORAN STATION SENECA, N.Y: RECORDED ANNOUNCEMENT: (607) 869-5395. COCO: (607) 869-1334, FTS 957-5334.

B. COCO CANADIAN EASTCOAST (5930) AND LABRADOR SEA (7930) CHAINS IS LOCATED AT LORAN MONITOR STATION ST. ANTHONY NFLD CANADA. RECORDED ANNOUNCEMENT: (709) 454-3261. COCO: (709) 454-2392.

C. COCO SOUTHEAST (7980) CHAIN IS LOCATED AT LORAN STATION MALONE.

D. IF ADDITIONAL INFORMATION IS REQUIRED AFTER CONTACTING COCO'S, CONTACT THE CHAIN MANAGER AT GOVERNORS ISLAND, N.Y.: (212) 668-7880 OR FTS 664-7880.

E. SCHEDULED LORAN-C OFF-AIR TIMES ARE PUBLISHED BY NOTIFICATIONS OR ANNOUNCEMENTS IN LOCAL NOTICE TO MARINERS, CANADIAN COAST GRUAD NOTICES TO SHIPPING (NOTSHIP'S), AND ON THE PRERECORDED SERVICE FOR THE PERTINENT CHAIN. IN MANY CASES, SCHEDULED OUTAGES ARE PRECEEDED BY A COAST GUARD MARINE RADIO BROADCAST IN THE AREA WHERE THE COVERAGE WILL BE AFFECTED.

F. FOR BETTER SERVICE OF ANY REQUEST FOR OPERATIONS DATA (E.G., TO CHECK ON A SUSPECTED LORAN-C SYSTEM ABNORMALITY), PLEASE SUPPLY THE RATE AND DATE/TIME OF THE EVENT YOU WISH TO REPORT. THIS WILL ENABLE COORDINATOR OF CHAIN OPERATIONS TO QUICKLY CHECK THE RECORDS FOR THE PERIOD IN QUESTION AND GIVE A MORE EXACT ANSWER.

1. PACIFIC AREA LORAN-C INFO: INFORMATION CONCERNING CENTRAL PACIFIC (4990), CANADIAN WEST COAST (5990), NORTHWEST PACIFIC (9970), AND NORTH PACIFIC (9990) CHAINS MAY BE OBTAINED FROM THE REGIONAL MANAGER IN SAN FRANCISCO, CA AT (415) 437-3224.

2. EUROPEAN LORAN-C INFO: INFORMATIN CONCERNING THE ICELANDIC (9980), NORWEGIAN SEA (7970), AND THE MEDITERREANEAN SEA (7990) CHAINS MAY BE OBTAINED FROM THE CHAIN MANAGER AT U.S. COAST GUARD ACTIVITIES EUROPE, LONDON, UK AT 011-44-1-409-4758.

3. OMEGA: SUMMARY STATUS AND PROPAGATION ANOMALY NOTIFICATIONS ARE BROADCAST FROM WWV, FORT COLLINS, CO AT 16 MINUTES AFTER EACH HOUR. OTHER INFORMATION SOURCES ARE LISTED BELOW:

A. COAST GUARD ONSOD, WASHINGTON, D.C. (RECORDED ANNOUNCEMENT): (202) 245-0298 OR FTS 245-0298.

B. U.S. NAVAL OBSERVATORY (USNO) (AUTOMATED DATA SERVICE): (202) 653-1079 OR FTS 653-1079. FULL DUPLEX, EVEN PARITY 300 OR 1200 BAUD, ASCII.

C. IF ADDITIONAL INFORMATION IS REQUIRED, CONTACT THE OMEGA WATCHSTANDER AT ONSOD WASHINGTON, D.C.: (202) 243-0228 OR FTS 245-0228.

CARIBBEAN

SPECIAL NOTICE - CARIBBEAN

ROCK SOUND BAHAMAS RADIO BEACON (RSD) AND HAVANA CUBA RADIO BEACON (UHA) BOTH OPERATE ON FREQUENCY 340KHZ. BE ALERT FOR POSSIBLE INTERFERENCE. (FAA)

THE U.S. DEPARTMENT OF TRANSPORTATION WILL BE FLYING A LARGE WEATHER BALLOON OF 80 FEET IN LENGTH AT HEIGHTS UP TO 2500 FEET AT VARIOUS LOCATIONS IN THE CARIBBEAN, GULF OF MEXICO, AND FLORIDA WATERS. THIS BALLOON WILL BE TETHERED TO A SHIP; AIRMEN ARE ADVISED TO STAY CLEAR OF THE TETHER AS WELL AS THE BALLOON. THE BALLOON WILL USUALLY BE SEVERAL MILES AT SEA EXCEPT WHEN IT IS IN TRANSIT TO TEST SITES OR PULLING INTO DOCK, AT WHICH TIMES, THE BALLOON WILL BE FLOWN AT HEIGHTS FROM 150 TO 800 FEET. LOCAL CONTROL TOWERS WILL BE NOTIFIED BY THE COAST GUARD IN THE EVENT OF BALLOON FLIGHTS NEAR THEIR AIRPORTS. THE BALLOON AND TETHER WILL BE WELL MARKED BY STROBE LIGHTS AND FLAGS TO ASSURE VISIBILITY. (MIAMI FSS 6/29/84)

U.S. OVERLAND/OCEANIC NOTICES

GENERAL

SPECIAL NOTICE - - POLLUTION REPORT (POLREP)

1. PILOTS ARE REQUESTED TO VOLUNTEER REPORTS OF WATER POLLUTANTS /OIL - CHEMICALS - DYE - AND OTHERS/ INCLUDING SIZE AND SOURCE OF THE POLLUTION. ON-SCENE WEATHER AND OTHER SIGNIFICANT INFORMATION. THE (POLREP) SHOULD BE TRANSMITTED TO THE U.S. COAST GUARD NATIONAL RESPONSE CENTER (NRC), TELEPHONE 800-424-8802 VIA COMMUNICATIONS WITH EITHER THE AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC) OR ANY U.S. COAST GUARD AIR STATION.

2. POLLUTION REPORTS SHOULD BE MADE ANY TIME POLLUTION IS SIGHTED WITHIN 200NM OF THE U.S. SHORELINE, ON THE GREAT LAKES, OR WITHIN 50NM OF ANY NATION IN THE WIDER CARIBBEAN REGION.

3. POLREP FORMAT:

A. POLLUTION SUBSTANCE (OIL - CHEMICAL - DYE - OR OTHER
B. LOCATION /LATITUDE - LONGITUDE. RADIAL - DME/.
C. SIZE OF SLICK /POLLUTED AREA IN METERS/YARDS/MILES.
D. TIME DISCOVERED /UTC/.
E. DIRECTION OF MOVEMENT /LENGTH AXIS/.
F. SOURCE /COURSE - SPEED. NAME IF VESSEL/.
G. CONDITION AND COLOR OF POLLUTANT /SOLID - STREAKED - WINDOWS - FRAGMENTED: BLACK - ORANGE - BROWN - SILVERY SHEEN - IRRIDESCENT SHEEN/.
H. ON SCENE WEATHER /WIND SPEED - WIND DIRECTION - SEA STATE - VISIBILITY PERCENT CLOUD COVER/.
I. IDENTIFICATION OF REPORTING SOURCE.
J. ALTITUDE AT WHICH SIGHTING MADE. (A36/86)

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. TEN MINUTES LONGITUDINAL SEPARATION MAY BE APPLIED BETWEEN TURBOJET AIRCRAFT TRANSITING ATS ROUTE G431 BETWEEN THE NEW YORK, MIAMI AND SAN JUAN OCEANIC CONTROL AREAS AND ALSO ON ATS ROUTES A25, A300 G432, AND A23 BETWEEN THE NEW YORK AND SAN JUAN OCEANIC CONTROL AREAS. THE USE OF 10 MINUTES LONGITUDINAL SEPARATION IS AUTHORIZED WITH ADHERENCE TO THE CRITERIA CONTAINED IN ATTACHMENT H TO ICAO DOC. 4444-RAC/501/10, PANSRAC, AND THE REGIONAL SUPPLEMENTARY PROCEDURES. SPECIFICALLY, 10 MINUTES LONGITUDINAL SEPARATION MAY BE USED BETWEEN TURBOJET AIRCRAFT FLYING AT THE SAME ALTITUDE/FLIGHT LEVEL PROVIDING THE FOLLOWING CONDITIONS ARE MET:

1. THE AIRCRAFT CONCERNED HAVE REPORTED OVER THE SAME ENTRY POINT INTO OCEANIC CONTROL AIRSPACE AND WILL FLY THE SAME TRACK OR CONTINUOUSLY DIVERGING TRACKS.

2. THE PRECEDING AIRCRAFT IS MAINTAINING A SPEED OF AT LEAST MACH 0.03 GREATER THAN THAT OF THE FOLLOWING AIRCRAFT. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: FLIGHTS IN OCEANIC AIRSPACE MUST BE CONDUCTED UNDER INSTRUMENT FLIGHT RULES (IFR) PROCEDURES WHEN OPERATING:

A. BETWEEN SUNSET AND SUNRISE;

B. AT OR ABOVE FLIGHT LEVEL (FL) 60 WHEN OPERATING WITHIN THE NEW YORK, OAKLAND, ANCHORAGE AND HONOLULU FLIGHT INFORMATION REGIONS (FIRS); OR

C. ABOVE FL 180 WHEN OPERATING WITHIN THE MIAMI AND HOUSTON FIRS AND IN THE SAN JUAN CONTROL AREA.

FLIGHTS BETWEEN THE EAST COAST OF THE U.S. AND BERMUDA OR CARIBBEAN TERMINALS AND TRANSVERSING THE NEW YORK FIR AT OR ABOVE 5,500 FT. MSL SHOULD BE ESPECIALLY AWARE OF THIS REQUIREMENT. (FAA)

SPECIAL NOTICE: IF THE PILOT OF AN AIRCRAFT OPERATING IN INTERNATIONAL AIRSPACE UNDER U.S. JURISDICTION AND EQUIPPED WITH A CODED RADAR BEACON TRANSPONDER EXPERIENCES A LOSS OF TWO-WAY RADIO CAPABILITY, HE SHOULD:

A. ADJUST HIS TRANSPONDER TO REPLY ON MODE A/3, CODE 7700 FOR A PERIOD OF 1 (ONE) MINUTE;

B. THEN CHANGE TO CODE 7600 AND REMAIN ON 7600 FOR A PERIOD OF 15 MINUTES OR THE REMAINDER OF THE FLIGHT WHICHEVER OCCURS FIRST;

C. REPEAT STEPS A. AND B., AS PRACTICABLE.

THE PILOT SHOULD UNDERSTAND THAT HE MAY NOT BE IN AN AREA OF RADAR COVERAGE. MANY RADAR FACILITIES ARE ALSO NOT PRESENTLY EQUIPPED TO AUTOMATICALLY DISPLAY CODE 7600 AND WILL INTERROGATE 7600 ONLY WHEN THE AIRCRAFT IS UNDER DIRECT RADAR CONTROL AT THE TIME OF RADIO FAILURE. HOWEVER, REPLYING ON 7700 FIRST INCREASES THE PROBABILITY OF EARLY DETECTION OF A RADIO FAILURE CONDITION. (FAA)

SPECIAL NOTICE--INSTRUCTIONS FOR USING FAA FORM 7233-4. INTERNATIONAL FLIGHT PLAN FORM: AMENDMENT 6 (APPLICABLE NOVEMBER 21, 1985) TO ICAO DOC 4444 SPECIFIES SEVERAL CHANGES IN ICAO INTERNATIONAL FLIGHT PLAN FORMAT. FAA WILL ACCEPT THE NEW ICAO FORMAT, EXCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS. THEREFORE, TO COMPLY AS CLOSELY AS POSSIBLE WITH AMENDMENT 6, THE FOLLOWING ADDITIONAL PROCEDURES WILL APPLY BEGINNING NOVEMBER 21 WHEN USING FAA FORM 7233-4:

1. FAA FORM 7233-4, ITEM 13 HAS A SPACE FOR FIR BOUNDARIES AND ESTIMATED TIMES. FAA REQUIRES FILED FIR BOUNDARIES AND ESTIMATED TIMES. HOWEVER, PUT THAT INFORMATION IN ITEM 18. OTHER INFORMATION, AS SPECIFIED IN ICAO FORMAT.

2. CONCERNING FAA FORM 7233-4, ITEM 15, THE U.S. AIR TRAFFIC SERVICE DOES NOT ACCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS.

3. IN ITEM 17, IN THE SECTION LABELED ETA, INSTEAD PUT TOTAL ESTIMATED ELAPSED TIME (TOTAL EET).

THE PRESENT SUPPLY OF FAA FORM 7233-4 WILL BE USED UNTIL EXHAUSTED AND REPLACED BY A NEW REVISED FAA INTERNATIONAL FLIGHT PLAN FORM.

THIS IS TO REMIND PILOTS OF THE NEED TO CONTINUOUSLY GUARD THE VHF EMERGENCY FREQUENCY 121.5 MHZ WHEN ON LONG OVER-WATER FLIGHTS, EXCEPT WHEN COMMUNICATIONS ON OTHER VHF CHANNELS, EQUIPMENT LIMITATIONS OR COCKPIT DUTIES PREVENT SIMULTANEOUS GUARDING OF TWO CHANNELS. GUARDING OF 121.5 MHZ IS PARTICULARLY CRITICAL WHEN OPERATING IN PROXIMITY TO FLIGHT INFORMATION REGION (FIR) BOUNDARIES, FOR EXAMPLE, OPERATIONS ON ATS ROUTE R220 BETWEEN ANCHORAGE AND TOKYO, SINCE IT SERVES TO FACILITATE COMMUNICATIONS WITH REGARD TO AIRCRAFT WHICH MAY EXPERIENCE IN-FLIGHT EMERGENCIES, COMMUNICATIONS, OR NAVIGATIONAL DIFFICULTIES. (REFERENCE ICAO ANNEX 10, VOL II, PARAS 5.2.2.1.1.1 AND 5.2.2.1.1.2.) (FAA 3/86)

ANCHORAGE CTA/FIR

SPECIAL NOTICE -- NAVIGATION WARNING: U.S. AIRCRAFT FLYING BETWEEN ALASKA AND JAPAN ARE CAUTIONED OF THE ABSOLUTE NECESSITY OF REMAINING OVER INTERNATIONAL WATERS AT ALL TIMES IN ORDER TO AVOID DANGEROUS CONSEQUENCES WHICH COULD RESULT FROM UNAUTHORIZED OVERFLIGHT OF SOVIET TERRITORY. RECOGNITION THAT MANY FLIGHT TRACKS ON THIS ROUTE PROVIDE MINIMUM SEPARATION FROM SOVIET AIRSPACE FURTHER EMPHASIZES THE NEED FOR ALL PILOTS TO USE ALL EXISTING NAVIGATIONAL CAPABILITY. THE FAA THEREFORE RECOMMENDS THAT ALL PILOTS FLYING BETWEEN ALASKA AND JAPAN TAKE UTMOST PRECAUTIONS TO AVOID FLYING OVER SOVIET TERRITORY. PILOTS AND OPERATORS OF SMALL AIRCRAFT PERFORMING BEAR HUNTING FLIGHTS OR OTHER TYPES OF FLIGHT IN THE BERING STRAIT AREA ARE ALSO URGED TO TAKE UTMOST PRECAUTION TO AVOID ANY OPERATION IN USSR AIRSPACE.(FAA)

SPECIAL NOTICE - TO CLARIFY ENROUTE COMMUNICATIONS PROCEDURES AND DOCUMENT THOSE NOW GENERALLY EMPLOYED IN SUPPORT OF FLIGHT OPERATIONS IN THE ANCHORAGE ARCTIC CTA/FIR BEYOND LINE OF SIGHT RANGE OF REMOTE CONTROL VHF AIR/GROUND FACILITIES OPERATED FROM THE ANCHORAGE ACC. FLIGHT CREWS OPERATING AIRCRAFT IN THAT AIRSPACE UNDER THOSE CIRCUMSTANCES ARE EXPECTED TO MAINTAIN COMMUNICATIONS WITH CAMBRIDGE BAY RADIO AND A LISTENING OR SELCAL WATCH ON HF FREQUENCIES OF NORTH ATLANTIC DELTA NAT D NETWORK, VIZ. 2971, 4675, 8891, 11279 KHZ. CAMBRIDGE BAY RADIO WILL ACCOMPLISH NECESSARY RELAY BETWEEN ENROUTE AIRCRAFT AND THE ANCHORAGE CENTER. ADDITIONALLY AND IN VIEW OF REPORTED MARGINAL RECEPTION OF HONOLULU PACIFIC VOLMET BROADCAST IN THAT AND ADJACENT CANADIAN AIRSPACE, CAMBRIDGE BAY RADIO CAN PROVIDE ANCHORAGE AND FAIRBANKS SURFACE OBSERVATIONS AND TERMINAL FORECASTS TO FLIGHT CREWS ON REQUEST. (FAA)

ARCTIC CONTROL AREA TRACK

EFFECTIVE 0901 UTC MAY 8, 1986, ARTIC CONTROL AREA TRACKS ARE AMENDED TO READ AS FOLLOWS:

TRACK OSCAR:

ANC VOR (61 09.1N 150 12.3W) - TKA VOR (62 18.0N 150 06.2W) - 70 00.0N 151.00.0W - 80 00.0N 141 00.0W (COMPULSORY REP) - 85 40 ON 115 00.0W (COMPULSORY REP) - 87 00.0N 60 00.0W (COMPULSORY REP).

TRACK PAPA:

ENN VORTAC (64 35.4N 149 04.2W) 70 00.0N 146 00.0W - 74 56.8N 141 00.0W (COMPULSORY REP) - 83 00.5N 115 00.0W (COMPULSORY REP) - 85 00.0N 60 00.0W (COMPULSORY REP).

TRACK QUEBEC: FAI VORTAC (64 48.0N 148 00.6W) - 70 00.0N 143 00.0W - 71 33.7N 141 00.0W (COMPULSORY REP) - 80 17.1N 115 00.0W (COMPULSORY REP) - LT NDB (82 31.6N 62 12.1W) (COMPULSORY REP) -

TRACKS ROMEO AND SIERRA REMAIN UNCHANGED. (FAA 3/86)

MIAMI CTA/FIR

MIAMI ARTCC: AIRCRAFT ON IFR FLIGHT PLANS ENTERING THE MIAMI CTA/FIR AT FL 240 AND ABOVE FROM THE HAVANA CTA/FIR ARE REQUESTED TO ESTABLISH COMMUNICATIONS WITH MIAMI CENTER AT LEAST 10 MINUTES PRIOR TO THE BOUNDARY ON THE FOLLOWING FREQUENCIES: B646, G448--132.2 VHF AND 306.9 UHF; A301, G437 AND R628--128.75 VHF AND 270.3 UHF. AIRCRAFT ON IFR FLIGHT PLAN ENTERING MIAMI CTA/FIR FROM PORT 'AU' PRINCE OR SANTO DOMINGO CTA/FIR CONTACT MIAMI ARTC CENTER ON 132.3/307.2 AT LEAST TEN (10) MINUTES PRIOR TO REACHING MIAMI CTA/FIR BOUNDARY FOR ATC CLEARANCE. (FAA)

SPECIAL NOTICE - MIAMI OCEANIC CTA. EFFECTIVE IMMEDIATELY, AIR TRAFFIC PROPOSING OPERATION IN THE MIAMI OCEANIC CTA EAST OF 80 DEGREES WEST AND SOUTH OF 30 DEGREES NORTH, AT AND ABOVE FL240 BETWEEN 1200Z AND 0000Z, SHOULD EXPECT ROUTING VIA ESTABLISHED AIRWAYS OR APPROVED PART 95 ROUTES.

ALSO, DURING THE SAME PERIOD, A555 BETWEEN ZBB NDB AND GT NDB, AT AND ABOVE FL240, WILL BE RESERVED FOR NORTHWEST BOUND TRAFFIC ONLY.

AIRCRAFT PROPOSING FLIGHT SOUTHEASTWARD ON THAT PORTION OF A555, AT OR ABOVE FL240, CAN EXPECT ROUTING VIA ZBV, BR55V, COBBL, BR1L GT.

THIS ROUTING WILL BE REFERRED TO AS THE MISAN ROUTE. DURING THE PERIOD 1200Z TO 0000Z, THAT PORTION OF BR1L COMPRISING THE MISAN ROUTE WILL BE RESERVED FOR SOUTHEAST BOUND TRAFFIC ONLY. (FAA 1/85)

SPECIAL NOTICE - MIAMI OCEANIC CTA MIAMI ARTCC IS UTILIZING A SECONDARY RADAR SYSTEM FROM AN ANTENNA LOCATED ON THE ISLAND OF GRAND TURK BRITISH WEST INDIES. IFR AIRCRAFT WITHIN 200 NAUTICAL MILES OF THE ANTENNA ABOVE FL240 CAN EXPECT RADAR SEPARATION FROM OTHER IFR AIRCRAFT. RADAR SEPARATION WILL BE UTILIZED BELOW FL240 FOR THOSE PARTICIPATING AIRCRAFT WITHIN THE ANTENNA COVERAGE. THERE IS NO PRIMARY RADAR DATA OR WEATHER INFORMATION AVAILABLE FROM THIS SYSTEM. SOME OVERLAP BETWEEN THIS ANTENNA AND THE PICO DEL ESTE, PUERTO RICO ANTENNA IS AVAILABLE AT AND ABOVE FL240. OVERLAPPING COVERAGE WEST OF GRAND TURK IS NOT YET AVAILABLE. SINCE RADAR SEPARATION IS DEPENDENT UPON THE RECEIPT OF A TRANSPONDER RETURN, ALL AIRCRAFT WITHIN THE 200 NM COVERAGE OF THE SYSTEM ARE REQUIRED TO UTILIZE TRANSPONDER CODES AS ASSIGNED BY ATC OR THE APPROPRIATE STRATUM CODE.

AIRCRAFT DEPARTING AND OVERFLYING THE SANTO DOMINGO AND PORT AU PRINCE FIRS CAN EXPECT ATC ASSIGNED CODES FROM THOSE AGENCIES. INITIAL CALL UP TO MIAMI CENTER PRIOR TO CROSSING THE CTA/FIR BOUNDARY WILL PERMIT EARLY RADAR IDENTIFICATION AND IS NECESSARY. RADAR FLIGHT FOLLOWING OF VFR AIRCRAFT WILL BE AVAILABLE ON A WORKLOAD PERMITTING BASIS. THE PRIMARY ATC FREQUENCY IS 132.3 AND 307.2. MIAMI CENTER IS COMMISSIONING A SECOND FREQUENCY PAIR 135.2 AND 327.0 FOR FUTURE USE. (FAA 92/85)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: THE ATTENTION OF PILOTS PLANNING FLIGHTS WITH THE NEW YORK OCEANIC FLIGHT INFORMATION REGION IS DIRECTED TO THE COMMUNICATION AND POSITION REPORTING REQUIREMENTS SPECIFIED IN THE FOLLOWING ICAO DOCUMENTS: ANNEX 2, PARAGRAPH 3.5.9; ANNEX 11, PARAGRAPH 6.1.2; PANS-RAC 4444, PART 11, PARAGRAPH 13, AND DOC 7030, PARAGRAPHS 4 AND 6. THE COMMUNICATIONS REQUIREMENTS FOR IFR FLIGHTS WITHIN THE NEW YORK OCEANIC CONTROL AREA ARE:

1. FUNCTIONING TWO-WAY RADIO COMMUNICATIONS EQUIPMENT CAPABLE OF COMMUNICATING WITH AT LEAST ONE APPROPRIATE GROUND STATION FROM ANY POINT ON THE ROUTE.
2. MAINTAIN A CONTINUOUS LISTENING WATCH ON THE APPROPRIATE RADIO FREQUENCY.
3. REPORT POSITIONS IN SPECIFIED CIRCUMSTANCES.

NOTE: HF COMMUNICATION IS REQUIRED FOR OCEANIC FLIGHT. THE ABILITY TO COMMUNICATE AT ANY POINT OF THE ROUTE IS NECESSARY FOR THE CONTROL PROCESS.

INABILITY TO COMPLY IS IN VIOLATION OF THE REQUIREMENTS STATED ABOVE. NO VHF COMMUNICATIONS ARE AVAILABLE FOR POSITION REPORTING FOR FLIGHT THROUGH NEW YORK OCEANIC AIRSPACE. (FAA)

SPECIAL NOTICE--BERMUDA: THE NEW YORK AREA CONTROL CENTER HAS DELEGATED CONTROL AUTHORITY AND FLIGHT INFORMATION RESPONSIRILITY WITHIN A 160 NM RADIUS OF THE BERMUDA VOR AT FL 600 AND BELOW TO THE BERMUDA TERMINAL CONTROL AREA FACILITY (TCAF). THE BERMUDA TCAF USES POSITIVE RADAR CONTROL PROCEDURES WITHIN THE BERMUDA CONTROL AREA. CANCELLATION OF IFR FLIGHT AFTER ENTRY INTO THE CONTROL AREA IS NOT PERMITTED. ALL INBOUND TRANSPONDER EQUIPPED AIRCRAFT SHALL RESPOND ON MODE 3A, CODE 2100 UPON ENTRY INTO THE CONTROL AREA. NON-TRANSPONDER EQUIPPED AIRCRAFT OR AIRCRAFT WITH INOPERATIVE TRANSPONDER SHALL BE ASSIGNED SPECIFIC IFR FLIGHT LEVELS UPON ENTERING THE CONTROL AREA. ALL INTERNATIONAL FLIGHTS WHICH PLAN TO PENETRATE THE CONTROL AREA, MUST INCLUDE THE BERMUDA TCAF AS AN AFTN ADDRESSEE ON THE ICAO FILED FLIGHT PLAN. THE BERMUDA TCAF AFTN ADDRESS IS MXKFZQ. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: EFFECTIVE IMMEDIATELY ALL AIR CARRIERS, PRIVATE AND MILITARY USERS FLIGHT PLANNING TO OPERATE THROUGH THE NEW YORK OCEANIC CONTROL AREA SHALL, IN ACCORDANCE WITH ICAO DOCUMENT 7030, PAPA 4.6, ADD NEW YORK OCEANIC CONTROL AS KZNYZQ AS AN ADDRESSEE. FOR THOSE FOLLOWING THIS PROCEDURE, PLEASE ENSURE THAT CORRECT CALL LETTERS ARE BEING USED. MANY FLIGHT PLANS ARE BEING DUPLICATED AND IN SOME CASES TRIPLICATED. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: SEE THE ENTRY FOR PANAMA IN THE SECTION TITLED FOREIGN NOTICES IN THIS PUBLICATION.

SAN JUAN CTA/FIR

SPECIAL NOTICE: ALL VFR AIRCRAFT ENTERING AND DEPARTING THE SAN JUAN FIR/CTA WILL PROVIDE SAN JUAN RADIO WITH AN ICAO FLIGHT PLAN. ALL AIRCRAFT MUST ESTABLISH 2 WAY COMMUNICATIONS WITH SAN JUAN ON 126.7, 122.2, 123.65 OR 255.4. COMMUNICATION CAN ALSO BE ESTABLISHED BY USING THE VOR FREQUENCY FOR RECEIVING AND TRANSMITTING ON 122.1 FOR BORINQUEN (BQN). MAYAGUEZ (MAZ), PONCE (PSE), ST. THOMAS (STT). THE ST. CROIX TRANSMITTING FREQUENCY TO USE IS 123.6. IF UNABLE TO CONTACT SAN JUAN RADIO THE PILOT IS RESPONSIBLE FOR NOTIFYING ADJACENT ATS UNITS AND REQUEST THAT A POSITION REPORT BE RELAYED TO SAN JUAN RADIO FOR SEARCH AND RESCUE PURPOSES AND FLIGHT FOLLOWING. THIS IS IN ACCORDANCE WITH ICAO DOC. 4444, PART II, PARA. 14.1.1, PARA. 14.1.4; PART VI, PARA. 1.2.1 AND PARA. 2.2.2, ANNEX 11, CHAPTER 6, PARA. 6.1.2.1, PARA. 5.1.1, PARA. 5.2.1, PARA. 5.2.2, PARA. 5.2.2.3, PARA. 5.3.2.4, PARA. 5.4.1. (FAA)

SPECIAL NOTICE--ALL IFR OR VFR AIRCRAFT LANDING AT PUERTO RICO INTERNATIONAL, ISLA GRANDE, HARRY S. TRUMAN, OR ALEXANDER HAMILTON AIRPORTS THAT REQUIRE CUSTOMS, CONTACT SAN JUAN IFSS ONE HOUR PRIOR TO LANDING AND REQUEST CUSTOMS BE ADVISED (ADCUS). ALSO INCLUDE ADCUS IN THE REMARKS SECTION OF THE FLIGHT PLAN. ADCUS SERVICE IS NOT AVAILABLE AT OTHER AIRPORTS IN THE SAN JUAN FIR. PILOTS ARE RESPONSIBLE FOR ADVISING CUSTOMS OF THEIR INTENDED ARRIVAL IN ACCORDANCE WITH PROCEDURES CONTAINED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL. (SAN JUAN IFSS 101200.)

NORTH AMERICAN ROUTES
(NAR)

"Due to the decommissioning of the Nitchequon NDB, the North American Routes for North Atlantic Traffic (NAR) are revised effective May 8, 1986, as follows.

Delete:

NA 328

Add:

NAR Westbound Routes - Common Portion

NAR Designator	Coastal Fix	Route Description	Inland Navigational Facility
NA 248	HADOK	Eric HL 563 J563	Albany
NA 252	HADOK	Eric HL 563 Baie Comeau HL 555	Charlevoix
NA 316	NAIN	HL548 Shefferville HANDA Chibougamau HL 570 J570	Albany
NA 324	NAIN	HL 548 Shefferville FIDEL Timmins HL 548 J548 Pullman V84 PAPPI	Chicago
NA 326	NAIN	HL 548 Shefferville HANDA Chibougamau HL 570	Montreal/Mirabel/ Dorval
NA 332	NAIN	HL 548 Shefferville HANDA VAL-d'OR	Midland
NA 336	NAIN	HL 548 Shefferville HANDA Chibougamau HL 597	Killaloe
NA 348	KUUJJUAQ	Baddy Chibougamau HL 570	Montreal/Mirabel/ Dorval
NA 354	KUUJJUAQ	Baddy Chibougamau HL 597	Killaloe

NAR Eastbound Routes - Common Portion

NAR Designator	Inland Navigational Facility	Route Description	Coastal Fix
NA 247	Charlevoix	HL 555 Baie Comeau HL 563 Eric"	HADOK

NORTH AMERICAN ROUTES
(NAR)

"The North American Routes for North Atlantic Traffic (NAR) are revised effective March 13, 1986, as follows:

Delete:

NA 346, NA 350

Add:

NAR Westbound Routes - Common Portion

NAR Designator	Coastal Fix	Route Description	Inland Navigational Facility
NA 356	**KUUJJUAQ**	**HL479 LG4 VAL-D'OR HL545**	**Midland**

The above changes reflect the decommissioning of the Nitchequon NDB, and also, eliminate the possibility of any misunderstanding between NA 350 and FL 350."

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Flight Information Publication
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INTERNATIONAL NOTICES TO AIRMEN

U.S. Department of Transportation
Federal Aviation Administration

TD 4.11 s

FOREWORD

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION IS A BI-WEEKLY PUBLICATION CONTAINING SIGNIFICANT INTERNATIONAL NOTAM INFORMATION AND SPECIAL NOTICES WHICH MAY AFFECT A PILOT'S DECISION TO ENTER OR USE CERTAIN AREAS OF FOREIGN OR INTERNATIONAL AIRSPACE. THIS PUBLICATION COMPLEMENTS AND EXPANDS DATA CARRIED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL, AVAILABLE UPON SEPARATE SUBSCRIPTION. ALL PILOTS SHOULD REVIEW THE FOREIGN AIRSPACE AND ENTRY RESTRICTIONS PUBLISHED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL DURING THE FLIGHT PLANNING PROCESS. FOREIGN AIRSPACE PENETRATION WITHOUT OFFICIAL AUTHORIZATION CAN INVOLVE BOTH DANGER TO THE AIRCRAFT AND THE IMPOSITION OF SEVERE PENALTIES AND INCONVENIENCE TO BOTH PASSENGERS AND CREW. A FLIGHT PLAN ON FILE WITH ATC AUTHORITIES DOES NOT NECESSARILY CONSTITUTE THE PRIOR PERMISSION REQUIRED BY CERTAIN OTHER AUTHORITIES. THE POSSIBILITY OF FATAL CONSEQUENCES CANNOT BE IGNORED IN SOME AREAS OF THE WORLD.

THE INFORMATION CONTAINED IS DERIVED FROM INTERNATIONAL NOTAMS AND OTHER APPROPRIATE SOURCES. INTERNATIONAL NOTAMS ARE OF TWO TYPES, CLASS ONE INTERNATIONAL NOTAMS AND CLASS TWO INTERNATIONAL NOTAMS. CLASS ONE NOTAMS ARE THOSE NOTAMS DISSEMINATED VIA TELECOMMUNICATIONS. THESE NOTAMS ARE MADE AVAILABLE VIA TELECOMMUNICATIONS TO THE U.S. FLYING PUBLIC THROUGH THE INTERNATIONAL NOTAM OFFICE IN WASHINGTON, D.C., VIA THE LOCAL FLIGHT SERVICE STATIONS. CLASS TWO NOTAMS ARE NOTAMS DISSEMINATED VIA POSTAL SERVICES AND ARE NOT READILY AVAILABLE TO THE U.S. FLYING PUBLIC. THIS PUBLICATION COVERS NOTAM AND OTHER TEMPORARY, HAZARDOUS CONDITIONS WHICH ARE NOT READILY AVAILABLE TO THE FLYING PUBLIC AND INCLUDES INFORMATION ON RECORD AS OF 1200Z ON THE DATE APPEARING ON THE COVER. FOR LATEST INFORMATION, CONSULT CLASS I NOTAMS ISSUED BY TELECOMMUNICATIONS AT ANY FAA FLIGHT SERVICE STATION. THE FOREIGN NOTICES INCLUDED, ARE TO THE MAXIMUM EXTENT POSSIBLE, CARRIED AS ISSUED. THE ABBREVIATIONS USED ARE, IN MOST ALL INSTANCES, THOSE ABBREVIATIONS LISTED IN ICAO DOCUMENT DOC 8400. INFORMATION INCLUDED WILL INDICATE THE SOURCE FOLLOWING THE ENTRY. THIS WILL ASSIST THE USER IN ESTABLISHING THE CURRENCY OF THE INFORMATION CONTAINED, SHOULD HE SO DESIRE, WITH THE ORIGINATOR OF THE INFORMATION (SEE THE INTERNATIONAL FLIGHT INFORMATION MANUAL FOR FOREIGN NOTAM OFFICE AREAS OF RESPONSIBILITY AND FOR A LISTING OF FOREIGN NOTAM OFFICES WITH WHICH THE U.S. INTERNATIONAL NOTAM OFFICE EXCHANGES INFORMATION). INFORMATION SOURCES WILL BE INDICATED AS I OR II FOR CLASS ONE AND CLASS TWO NOTAMS, FOLLOWED BY THE NOTAM NUMBER; AIP FOR AERONAUTICAL INFORMATION PUBLICATION CHANGES, FOLLOWED BY THE AIP CHANGE NUMBER; AIC FOR AERONAUTICAL INFORMATION CIRCULAR, FOLLOWED BY THE AIC NUMBER; DOS FOR DEPARTMENT OF STATE ADVISORIES; AND FAA FOR FEDERAL AVIATION ADMINISTRATION.

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION GIVES WORLD WIDE COVERAGE IN EACH ISSUE. COVERAGE FOR THE U.S. AND ITS EXTERNAL TERRITORIES IS LIMITED AND NORMALLY WILL NOT INCLUDE DATA AVAILABLE ON DOMESTIC NOTAM CIRCUITS OR PUBLISHED IN OTHER OFFICIAL SOURCES AVAILABLE TO THE USER.

EACH ISSUE OF THIS PUBLICATION IS COMPLETE IN ITSELF AS FAR AS DATA OF A TEMPORARY NATURE IS CONCERNED. TEMPORARY DATA IS REPEATED IN EACH ISSUE UNTIL THE CONDITION CEASES TO EXIST. PERMANENT DATA WILL BE CARRIED UNTIL IT IS SUFFICIENTLY PROMULGATED OR IS AVAILABLE IN OTHER PERMANENT SOURCES. THESE ITEMS WILL BE PREFIXED BY A SOLID DOT (•) WHEN THEY ARE TO BE REMOVED FROM FUTURE EDITIONS. THIS WILL AID THE USER IN THE IDENTIFICATION OF THOSE PERMANENT ITEMS WHICH HE, THE USER, MAY WISH TO RETAIN FOR HIS OWN RECORDS. NEW ITEMS TO THIS PUBLICATION ARE IDENTIFIED BY UNDERSCORING THE FIRST LINE OF THE NEW ENTRY.

IN CARRYING OUT ITS EXPRESSED PURPOSE OF PROVIDING A NOTICE TO AIRMEN SERVICE, THIS PUBLICATION INCLUDES DATA ISSUED BY FOREIGN GOVERNMENTS. IT SHOULD BE CLEARLY UNDERSTOOD THAT THE PUBLICATION OF SUCH DATA IN NO WAY CONSTITUTES A LEGAL RECOGNITION OF THE INTERNATIONAL VALIDITY OF SUCH DATA. THE SCOPE OF THIS PUBLICATION PRECLUDES ANY ATTEMPT TO TABULATE ALL NOTAM DATA. WHILE EVERY EFFORT IS MADE TO PUBLISH ALL PERTINENT DATA, THE FEDERAL AVIATION ADMINISTRATION CANNOT ASSUME ANY LIABILITY FOR FAILURE TO PUBLISH ANY PARTICULAR ITEM.

COMMUNICATIONS WITH THE EDITORS OF THIS PUBLICATION, INCLUDING NOTIFICATION OF ERRONEOUS OR OBSOLETE DATA, SHOULD BE DIRECTED TO THE FEDERAL AVIATION ADMINISTRATION, FLIGHT INFORMATION AND OBSTRUCTIONS BRANCH (ATO-210), 800 INDEPENDENCE AVE., SW, WASHINGTON, D.C. 20591 (TELEPHONE 202-426-8790, 0800-1700 MONDAY-FRIDAY; OTHER TIMES CALL 202-426-3380). SUBSCRIPTIONS FOR THIS PUBLICATION SHOULD NOT BE FORWARDED TO THE FEDERAL AVIATION ADMINISTRATION. THIS PUBLICATION IS SOLD BY THE SUPERINTENDENT OF DOCUMENTS, U.S. GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C. 20402. ALL QUERIES CONCERNING YOUR SUBSCRIPTION OR PRICES SHOULD BE DIRECTED ONLY TO THE SUPERINTENDENT OF DOCUMENTS.

FOREIGN NOTICES

CARIBBEAN

SPECIAL NOTICE: SEE SPECIAL NOTICE UNDER CARIBBEAN IN THE INTERNATIONAL OCEANIC AIRSPACE NOTICE.

CUBA

AIRCRAFT ARRIVING FROM OR DEPARTING FOR CUBA MUST LAND AT OR DEPART FROM FORT LAUDERDALE-HOLLYWOOD AIRPORT.

IRAN -- PERSIAN GULF

THE IRANIAN AIRSPACE IS CLOSED TO UNITED STATES AIRCRAFT. FLIGHT PLAN AND LATEST INFORMATION REGARDING AIRCRAFT THAT FLY IN THE PORTION OF TEHRAN FIR OVER THE PERSIAN GULF SHOULD BE MADE AVAILABLE TO TEHRAN ACC EITHER DIRECTLY OR THROUGH BAHRAIN ACC OR BANDAR ABBASS, BUSHER ATC. AIRCRAFT THAT FAIL TO DO SO SHOULD REFRAIN FROM FLYING OVER AND IN THE VICINITY OF ANY INSTALLATION BELONGING TO ISLAMIC REPUBLIC OF IRAN. AREA CONTROL SERVICE PROVIDED BY TEHRAN ACC ALONG ATS 21 AND OTHER ATS ROUTES OVER THE PERSIAN GULF IS REDUCED TO FLIGHT INFORMATION SERVICE UNTIL FURTHER NOTICE DUE TO TEMPORARY DEFICIENCIES IN VHF COMMUNICATIONS. COMMUNICATIONS ARE AVAILABLE ON HF FREQUENCIES 13336, 8847, 5680, 5603 AND 6624KHZ AND VHF FREQUENCIES 134.1 AND 118.1MHZ. TEHRAN ASSUMES NO RESPONSIBILITY FOR THE PORTIONS OF ATS ROUTES R21 AND B56 WHICH ARE OVER THE HIGH SEAS. FLIGHTS MAY BE SUBJECT TO VISUAL IDENTIFICATION BY MILITARY AIRCRAFT ACCORDING TO ICAO REGULATIONS. OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD BE AWARE THAT THE FAA IS NOT A DIRECT RECIPIENT OF IRANIAN NOTAMS AND THAT THE ABOVE INFORMATION MAY NOT BE COMPLETE AND CURRENT. PILOTS PLANNING TO OPERATE IN THE PERSIAN GULF AREA SHOULD VERIFY NOTAMS WITH A FACILITY RECEIVING CURRENT NOTAM INFORMATION. DUE TO THE TENSIONS AND HOSTILITIES IN THE PERSIAN GULF AREA IT IS RECOMMENDED THAT OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD CONTINUE TO FLIGHT PLAN SO AS NOT TO FLY OVER THE PERSIAN GULF EAST OF AIRWAY B-55 OR NORTH OF AIRWAY A-55. (FAA FDC 4/334)

U.S.NAVAL FORCES IN THE PERSIAN GULF, STRAIT OF HORMUZ, GULF OF OMAN AND ARABIAN SEA (NORTH OF 20 DEGREES NORTH) ARE TAKING ADDITIONAL DEFENSIVE PRECAUTIONS AGAINST TERRORIST THREATS. AIRCRAFT AT ALTITUDES LESS THAN 2000 FT. AGL WHICH ARE NOT CLEARED FOR APPROACH/DEPARTURE TO OR FROM A REGIONAL AIRPORT ARE REQUESTED TO AVOID APPROACHING CLOSER THAN 5 NM TO U.S.NAVAL FORCES.

IT IS ALSO REQUESTED THAT AIRCRAFT APPROACHING WITHIN 5 NM ESTABLISH AND MAINTAIN RADIO CONTACT WITH U.S.NAVAL FORCES ON 121.5 MHZ VHF OR 243.0 MHZ UHF. AIRCRAFT WHICH APPROACH WITHIN 5 NM AT ALTITUDES LESS THAT 2000 FT. AGL WHOSE INTENTIONS ARE UNCLEAR TO U.S.NAVAL FORCES MAY BE HELD AT RISK BY U.S. DEFENSIVE MEASURES. THIS IS A JOINT USCINCPAC AND USCINCCENT NOTAM AFFECTING OPERATIONS WITHIN THEIR RESPECTIVE AREA OF RESPONSIBILITY. (112119 KFDC)

LEBANON

DUE TO SAFETY IN AIR COMMERCE AND AIR TRANSPORTATION, AND THE PUBLIC INTEREST, ALL U.S. AIR CARRIERS (PART 121/135/125) ARE PROHIBITED FROM OPERATING INTO BEIRUT INTERNATIONAL AIRPORT. (FAA RWA 5/106)

NETHERLANDS ANTILLES

PRINSES BEATRIX AIRPORT - ARUBA: DUE TO FREQUENT VIOLATION OF ARTICLE 29 OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION AND OF OUR NATIONAL LAWS AND REGULATIONS ON THE SAME SUBJECT, AIRMEN ARE ADVISED THAT STRICT INSPECTION OF AIRCRAFT DOCUMENTS AND CREW MEMBER LICENSES WILL BE CARRIED OUT AND THAT FAILURE TO CARRY VALID DOCUMENTS AND CERTIFICATES MAY RESULT IN LEGAL PROSECUTION. (II 18/82)

NICARAGUA

ALL NATIONAL AND FOREIGN REGISTERED AIRCRAFT PROVIDING SCHEDULED OR NON-SCHEDULED COMMERCIAL SERVICE OR GENERAL AVIATION SERVICE NEEDING TO REFUEL AT THE AUGUSTO C. SANDINO INTERNATIONAL AIRPORT SHALL MAKE ARRANGEMENTS TO DO SO WITH THE AIRPORT ADMINISTRATION, WHICH IS THE ONLY AGENCY AUTHORIZED TO PROVIDE THIS SERVICE.(II A4/85)

PANAMA

SPECIAL NOTICE: EN ROUTE IFR FLIGHTS OPERATING WITHIN THE PANAMA CTA AND OUTSIDE THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ARE REQUIRED TO ESTABLISH AND MAINTAIN COMMUNICATIONS WITH PANAMA RADIO. IFR ACFT ENTERING THE PANAMA CTA SHALL MAKE A STANDARD POSITION REPORT AT THE CTA BOUNDARY TO PANAMA ARTCC THROUGH PANAMA RADIO. PRIMARY AND ALTERNATE FREQUENCIES: PRIMARY 6649 KHZ, ALTERNATE 2944 KHZ WHEN OPERATING SOUTH OF 09-00N/TBG. PRIMARY 6577 KHZ, ALTERNATE 8918 KHZ WHEN OPERATING NORTH OF 09-00N/TBG. ADDITIONAL FREQUENCIES AVAILABLE ARE 5520 KHZ, AND 11396 KHZ. U.S. MILITARY FLIGHTS AND CIVIL ACFT UNABLE TO ESTABLISH COMMUNICATIONS WITH PANAMA RADIO MAY UTILIZE ALBROOK AIRWAYS ON USB FREQUENCIES 5710 KHZ 0200-1200Z, 6683 KHZ 0000-1400Z, 8993/11176 KHZ 24 HOURS DAILY, 15015 KHZ 1200-0200Z, 18019 KHZ 1400-2400. WHEN OPERATING WITHIN THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ENROUTE IFR AIRCRAFT ARE REQUIRED TO MAINTAIN DIRECT PILOT/CONTROLLER COMMUNICATIONS UTILIZING 125.5 OR 352.0 MHZ, ALTERNATES 120.3 OR 317.7 MHZ. ALL AIRCRAFT OPERATING WITHIN THE PANAMA CTA/FIR EQUIPPED WITH FUNCTIONING TRANSPONDER SHOULD SET TRANSPONDERS TO REPLY ON THE FOLLOWING MODES/CODES IN ACCORDANCE WITH TYPE OF FLIGHT PLAN AND ALTITUDE STRATUM. IFR AIRCRAFT BELOW FLIGHT LEVEL 200 MODE A/3 CODE 1100. AT AND ABOVE FLIGHT LEVEL 200 MODE A/3 CODE 2100. VFR AIRCRAFT, MODE A/3 CODE 1200. OTHER TRANSPONDERS REPLIES WILL BE ASSIGNED BY PANAMA ACC AS NECESSARY. (FAA)

THAILAND

BANGKOK INTERNATIONAL AIRPORT - PEAK HOURS: DUE TO CRITICAL AIR TRAFFIC SATURATION AT BANGKOK INTERNATIONAL AIRPORT, WITH IMMEDIATE EFFECT, PEAK HOURS AT BANGKOK INTERNATIONAL AIRPORT ARE FROM 0200 TO 0530Z, 1000 TO 1300Z AND FROM 1500 TO 1700Z. ALL FOREIGN INTERNATIONAL NONSCHEDULED AIRCRAFT SHOULD AVOID TO LAND WITH TRAFFIC PURPOSE AT BANGKOK INTERNATIONAL AIRPORT DURING THE DECLARED PEAK HOURS. RESTRICTION DURING PEAK HOURS FROM 1500 TO 1700Z SHALL BE STRICTLY IMPOSED ON NONSCHEDULED B-747 TO LAND WITH ANY PURPOSES. (AIC 1/81)

ZAMBIA

LUSAKA FIR NON-SCHEDULED FLIGHTS: THE ZAMBIAN AIRSPACE IS NOW OPEN TO ALL NONSCHEDULED FLIGHTS EXCEPT WESTERN PROVINCE. THOSE OPERATORS WISHING TO OPERATE INTO OR OVERFLY WESTERN PROVINCE OF ZAMBIA MUST APPLY TO THE COMMANDER ZAMBIA NATIONAL DEFENSE FORCES GIVING 10 DAYS PRIOR NOTICE AND APPROVAL MUST BE RECEIVED BY THE APPLICANT BEFORE FLIGHT IS UNDERTAKEN.

THE APPLICATION MUST INCLUDE THE FOLLOWING:

A. PILOTS NAME;
B. OPERATORS NAME AND ADDRESS;
C. TYPE OF AIRCRAFT AND REGISTRATION;
D. ROUTE OR AREA OF OPERATION; AND
E. PURPOSE OF FLIGHT DATES, TIMINGS, ETC.

ALL APPLICATIONS ARE DIRECTED TO THE COMMANDER Z.N.D. FORCES. (II 5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

CANARY ISLANDS

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, BECAUSE OF INCIDENTS IN THE WESTERN SAHARA REGION ON JANUARY 21 AND FEBRUARY 21, 1985, RESULTING IN AIRCRAFT DOWNINGS WHICH WERE MOST LIKELY CAUSED BY SURFACE TO AIR MISSLE FIRINGS, IT IS STRONGLY RECOMMENDED THAT FLIGHTS MAINTAIN A MINIMUM ALTITUDE OF 20,000 FEET IN THAT AREA OF THE CARARYS FLIGHT INFORMATION REGION (FIR) OVER THE LAND MASS OF THE WESTERN SAHARA SOUTH OF 26 DEGREES NORTH LATITUDE AND FOR A DISTANCE OF FIVE NAUTICAL MILES OUT TO SEA PARALLEL TO THE SAHANAR COAST. FOR FLIGHTS OPERATING TO OR FROM DAKHLA (EX VILLA CISNEROS) - 20 DEGREES, FIFTY-FOUR MINUTES NORTH LATITUDE; 17 DEGREES 4 MINUTES WEST LONGITUDE, RECOMMEND ALL DESCENTS BE MADE FROM SEAWARD AND CLIMB TO SEAWARD UNTIL PASSING 20,000 FEET OR UNTIL PASSING MORE THAN FIVE NAUTICAL MILES FROM THE COAST. (DOS 086863 3/85)

CHAD

WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, ALL AIRCRAFT ARE FORBIDDEN FLIGHT IN CERTAIN CHADIAN SKIES SO AS TO AVOID MILITARY INTERCEPTION OR WORSE. THE AFFECTED AIRSPACE IS DESCRIBED AS THAT NORTH OF THE LINE CONNECTING COORDINATE 12 DEGREES 37'N, 16 DEGREES 16'E AND COORDINATE 13 DEGREES 43'N, 22 DEGREES 07'E.

THE ORDINANCE DELIMITS THE AFFECTED AIRSPACE AS FOLLOWS:

A. TO THE WESTERN, NORTHERN, AND EASTERN FRONTIER OF CHAD BETWEEN 10 DEGREES 48'N, 15 DEGREES 05'E AND 13 DEGREES 43'N, 22 DEGREES 07'E.

B. TO THE SOUTH, 80 NM ARC CENTERED ON FL VOR DELIMITED BY THE COORDINATES 10 DEGREES 48'N, 15 DEGREES 05'E AND 12 DEGREES 37'N, 16 DEGREES 16'E.

C. STRAIGHT LINE CONNECTING COORDINATES 12 DEGREES 37'N, 16 DEGREES 16'E AND 13 DEGREES 43'N, 22 DEGREES 07'E.

AIRCRAFT APPROACHING NDJAMENA THROUGH THE RESTRICTED AIRSPACE MUST OBTAIN ADVANCE CLEARANCE BY CONTACTING AUTHORIES IN NDJAMENA ON EITHER OF THE FOLLOWING FREQUENCIES: 119.7 MHZ OR 118.1 MHZ. (DOS 1196 3/86)

COLOMBIA

THE GOVERNMENT OF COLOMBIA HAS A RESTRICTED AIR TRAFFIC ZONE OVER MOST OF THE SANTA MARTA MOUNTAINS, ALL OF THE STATE OF GUAJIRA, AND ALL TERRITORIAL WATERS NORTH OF THESE AREAS (12NM FROM THE COAST LINE). THE ZONE EXTENDS TO AN ALTITUDE OF 7,000 FEET, EXCEPT OVER THE MOUNTAINS, WHERE IT EXTENDS TO 20,000 FEET. PILOTS FORCED TO ENTER THIS REGION SHOULD NOTIFY COLOMBIAN CIVIL AVIATION AUTHORITIES IN ADVANCE AND BE PREPARED TO PROPERLY IDENTIFY THEMSELVES, THEIR AIRCRAFT, AND BE ABLE TO JUSTIFY A FORCED LANDING. IT IS MANDATORY THAT ANY PILOT TRANSITTING THIS AREA HAVE PERMISSION AND FLIGHT PLAN ON FILE AT LEAST 24 HOURS IN ADVANCE OF ENTERING COLOMBIAN AIRSPACE. (DOS 5/83)

GREECE

THE GREEK GOVERNMENT HAS MODIFIED THE G-18 TRANS-AEGEAN ROUTE, A DUAL ROUTING HAS BEEN ESTABLISHED FOR NORTH/SOUTH TRAFFIC OVER THE AEGEAN. THE NEW ROUTE WHICH IS A DIRECT ROUTE FROM FISKA (YUGOSLAV BORDER) TO MESTA (CHIOS ISLAND) HAS BEEN GIVEN THE G-18 DESIGNATION. THE OLD G-18 ROUTE VIA LIMNOS HAS BEEN REDESIGNATED AS J-60. THIS ROUTE WILL STILL BE THE PRIMARY AIR TRAFFIC CORRIDOR ON SATURDAYS AND SUNDAYS AND DURING DAYLIGHT HOURS ON WEEKDAYS. THE NEW ROUTE WILL ONLY BE UTILIZED AT NIGHT DURING WEEKDAYS (MONDAY THROUGH FRIDAY, 2000Z UNTIL 0400Z). (DOS 5/86)

NICARAGUA

THE GOVERNMENT OF NICARAGUA IS TIGHTENING ITS REGULATIONS REGARDING COMMERCIAL, PRIVATE AND MILITARY FLIGHTS INTO THEIR COUNTRY. PILOTS PLANNING FLIGHTS TO NICARAGUA SHOULD ASSURE THAT ENTRY, OVERFLIGHT AND LANDING AUTHORIZATION HAVE BEEN OBTAINED FROM THE APPROPRIATE AVIATION AUTHORITY PRIOR TO DEPARTURE AND THAT WHEN OPERATING WITHIN THEIR AIRSPACE STRICTLY COMPLY WITH THOSE REGULATIONS RELATING TO THE FLIGHT AND MANEUVER OF THE AIRCRAFT. (DOS 6/81)

THE GOVERNMENT OF NICARAGUA HAS IMPOSED A 10 MILE WIDE CORRIDOR. AIRWAY B4 HAS BEEN COMBINED WITH A1 AND RUNS APOPA-ANAPO-ARLEN (1159N-8659W)-MGA. ARIEN IS AT A BEARING OF 246 DEGREES FROM MANAGUA. AIR TRAFFIC ENTERING OR EXITING COSTA RICA VIA NICARAGUA MUST FLY OVER LOS CHILES IN NORTHERNMOST COSTA RICA. THE CORRIDOR IS CONNECTED TO MANAGUA. (DOS 5/23/84)

PANAMA

THE PANAMANIA DIRECTORATE OF CIVIL AVIATION (DAC) HAS CHANGED THE LANDING REQUIREMENTS FOR GENERAL AVIATION AIRCRAFT LANDING IN PANAMA. DUE TO DRUG TRAFFICKERS WHO MAY BE USING PANAMA TO FERRY ILLEGAL DRUGS TO THE UNITED STATES, PRIOR PERMISSION MUST BE OBTAINED FOR ALL PRIVATE AIRCRAFT LANDING IN PANAMA. (DOS 7/85)

WEST INDIES - ASSOCIATED STATES

TURKS AND CAICOS ISLANDS: CHARTER, COMMERCIAL AND FREIGHT AIRCRAFT REQUIRE 24 HOURS PRIOR PERMISSION TO LAND. ADDRESS TO: TELEX: 8227, CHIEFMIN TO. (FAA)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

GENERAL

COORDINATED UNIVERSAL TIME (UTC)

INTERNATIONAL DATE/TIME GROUP CHANGE. EFFECTIVE 0001 UTC DECEMBER 19, 1985, THE UNITED STATES WILL ADOPT PROVISIONS CONTAINED IN ICAO AERONAUTICAL INFORMATION SERVICES (AIS) ANNEX 15 AMENDMENT 25 PERTAINING TO DATE/TIME GROUPS ON ALL INTERNATIONAL CLASS I NOTAM(S).

EXAMPLE:

PRESENTLY.........B) 13021900 C) 15022300

13 = DAY 02 = MONTH 19 = HOUR 00 = MINUTES

WILL BE CHANGED TO READ.......B) 02131900 C) 02152300

02 = MONTH 13 = DAY 19 = HOUR 00 = MINUTES

(A0056/85 KFDC)

NORTH ATLANTIC

POSITION REPORTING PROCEDURE

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION:

1. THE FOLLOWING REVISED POSITION REPORTING PROCEDURE REQUIRING THE INCLUSION OF AN ADDITIONAL ITEM (ITEM H) IN THE POSITION REPORT, WILL BE IMPLEMENTED ON A TRIAL BASIS BY GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK OACS, IN ORDER TO PROVIDE FOR EARLIEST POSSIBLE DETECTION OF MISUNDERSTANDINGS REGARDING THE ROUTE TO BE FOLLOWED BY AIRCRAFT IN THE NAT REGION AND ADJACENT TRANSITION AREAS.

2. EFFECTIVE 0900 GMT ON 20 NOVEMBER 1979, AIRCRAFT ENTERING, OPERATING WITHIN, OR LEAVING THE OCEANIC CONTROL AREAS OF GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK WILL TRANSMIT THE FOLLOWING ELEMENTS OF INFORMATION IN POSITION REPORTS TO THE APPROPRIATE OCEANIC CONTROL CENTRE:

   A. THE WORD "POSITION";
   B. AIRCRAFT IDENTIFICATION;
   C. PRESENT POSITION;
   D. TIME OVER PRESENT POSITION (HOURS AND MINUTES);
   E. PRESENT FLIGHT LEVEL;
   F. ESTIMATED POSITION ON ASSIGNED ROUTE;
   G. TIME FOR ESTIMATED POSITION (HOURS AND MINUTES);
   H. NEXT POSITION ON ASSIGNED ROUTE;
   I. ANY FURTHER INFORMATION, D.C., AIREP DATA OR COMPANY MESSAGE.

SPOKEN EXAMPLE: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

WRITTEN EXAMPLE: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: IN VIEW OF THE CURRENT ENERGY SITUATION, THE FOLLOWING POINTS ARE BROUGHT TO THE ATTENTION OF NAT PILOTS WITH A VIEW TO ENSURING THAT EACH AIRCRAFT IS OPERATED AS CLOSE AS POSSIBLE TO ITS OPTIMUM FLIGHT LEVEL AND MACH NUMBER.

1. PILOTS SHOULD REQUEST A CHANGE OF FLIGHT LEVEL OR MACH NUMBER WHENEVER THIS WOULD IMPROVE THE OPERATING EFFICIENCY OF THE AIRCRAFT. REFUSALS, DUE TO OTHER TRAFFIC, SHOULD NOT DETER PILOTS FROM CONTINUING TO MAKE SUCH REQUESTS.

2. WHEN CIRCUMSTANCES RENDER THIS FEASIBLE, CONTROLLERS WILL ASK ANOTHER AIRCRAFT TO ACCEPT A HIGHER FLIGHT LEVEL OR CHANGE OF MACH NUMBER IN ORDER TO FACILITATE CLEARANCES FOR AIRCRAFT WHICH WOULD OTHERWISE EXPERIENCE A SIGNIFICANT PENALTY. IN AGREEING TO SUCH A REQUEST, PILOTS WILL CONTRIBUTE TO THE OVERALL ECONOMY IN FUEL USED.

3. WHERE POSSIBLE, PILOTS SHOULD GIVE ADVANCE WARNING OF A REQUEST; E.G., IF A WESTBOUND FLIGHT WISHES TO CLIMB AT 30° W, IT WILL ASSIST THE CONTROLLER IF THE REQUEST IS MADE WITH THE 20° W POSITION REPORT.

SPECIAL NOTICE - WEATHER REPORTING IN NORTH ATLANTIC

EFFECTIVE SEPTEMBER 1, 1983 AN INCREASED WEATHER REPORTING REQUIREMENT FOR TRANS-ATLANTIC FLIGHTS WILL BE INTRODUCED ON A TRIAL BASIS. THE PURPOSE OF THE TRIAL IS TO ESTABLISH THE PRACTICALITY OF IMPROVING THE ACCURACY OF METEOROLOGICAL FORECASTS BY MEANS OF ENHANCED AIRCRAFT REPORTS.

THE AIRCRAFT OBSERVATIONS AND REPORTS REQUIRED FOR THE TRIAL PERIOD ARE:
ALL AIRCRAFT FLYING IN THE GANDER OCEANIC, SHANWICK OCEANIC, NEW YORK OCEANIC, AND SANTA MARIA OCEANIC FLIGHT INFORMATION REGIONS BETWEEN NORTH AMERICA AND EUROPE, IN EITHER DIRECTION, SHALL MAKE, RECORD, AND REPORT ROUTINE METEOROLOGICAL OBSERVATIONS AT EACH DESIGNATED REPORTING POINT AND AT THE INTERMEDIATE MID-POINT BETWEEN SUCH REPORTING POINTS, EXCEPT THAT:

1.) THE MID-POINT OBSERVATION SHALL NOT BE THE SUBJECT OF A SPECIAL REPORT, BUT WILL BE RETAINED FOR TRANSMISSION AT THE NEXT DESIGNATED REPORTING POINT, AND
2.) AIRCRAFT CLEARED ON AN ORGANIZED TRACK SHALL BE REQUIRED TO MAKE, RECORD, AND REPORT ROUTINE OBSERVATIONS ONLY WHEN SO DESIGNATED AT THE TIME OF RECEIVING THEIR OCEANIC CLEARANCE.

THE FORMAT TO BE USED FOR REPORTING THE ADDITIONAL OBSERVATIONS SHALL BE BY REFERENCE TO THE LATITUDE (DEGREES AND MINUTES) AND LONGITUDE (DEGREES ONLY) OF THE INTERMEDIATE MID-POINT. EXAMPLE:

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POS TW 760 62N 040W  0815
F410 61N 030W 0848 60N 020W  NEXT MS56
220/55  6230N 045W  MS 60 270/80
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THE PERIOD OF THE TRIAL IS NOT FIXED. IN THE EVENT THAT PROBLEMS OF FREQUENCY CONGESTION, ETC., ARISE, THE TRIAL WOULD BE CURTAILED. ALTERNATELY, SUCCESSFUL OPERATION WILL ENABLE THE TRAIL PROCEDURES TO BE ADOPTED ON A PERMANENT BASIS.

SPECIAL NOTICE - NEW YORK VOLMET

NEW YORK VOLMET FREQUENCY 13270 KHZ BROADCASTS FROM 1 HOUR BEFORE SUNRISE TO 1 HOUR AFTER SUNSET. FREQUENCY 3485 KHZ BROADCASTS FROM 1 HOUR AFTER SUNSET TO 1 HOUR BEFORE SUNRISE. THE NEW YORK VOLMET CONTINUES ITS 24 HOUR-A-DAY BROADCAST ON FREQUENCIES 6604 KHZ AND 10051 KHZ. (FAA)

ATLANTIC AREA LORAN-C INFO: THE CURRENT OPERATIONAL STATUS OF ALL ATLANTIC AREA LORAN-C STATIONS IS AVAILABLE FROM THE FIVE COORDINATOR'S OF CHAIN OPERATIONS (COCO'S). THE COCO MONITORS THE DAY-TO-DAY OPERATIONS OF THE LORAN-C CHAIN AND PROVIDES INFORMATION WITH A RECORDED TELEPHONE ANNOUNCEMENT OR RESPONDS TO QUERIES DIRECTED TO THE COCO PERSONALLY. PERTINENT TELEPHONE NUMBERS FOLLOW:

A. COCO GREAT LAKES (8970) AND NORTHEAST (9960) CHAINS IS LOCATED AT LORAN STATION SENECA, N.Y. RECORDED ANNOUNCEMENT: (607) 869-5395. COCO: (607) 869-1334, FTS 957-5334.

B. COCO CANADIAN EASTCOAST (5930) AND LABRADOR SEA (7930) CHAINS IS LOCATED AT LORAN MONITOR STATION ST. ANTHONY NFLD CANADA. RECORDED ANNOUNCEMENT: (709) 454-3261. COCO: (709) 454-2392.

C. COCO SOUTHEAST (7980) CHAIN IS LOCATED AT LORAN STATION MALONE.

D. IF ADDITIONAL INFORMATION IS REQUIRED AFTER CONTACTING COCO'S, CONTACT THE CHAIN MANAGER AT GOVERNORS ISLAND, N.Y.: (212) 668-7880 OR FTS 664-7880.

E. SCHEDULED LORAN-C OFF-AIR TIMES ARE PUBLISHED BY NOTIFICATIONS OR ANNOUNCEMENTS IN LOCAL NOTICE TO MARINERS, CANADIAN COAST GRUAD NOTICES TO SHIPPING (NOTSHIP'S), AND ON THE PRERECORDED SERVICE FOR THE PERTINENT CHAIN. IN MANY CASES, SCHEDULED OUTAGES ARE PRECEEDED BY A COAST GUARD MARINE RADIO BROADCAST IN THE AREA WHERE THE COVERAGE WILL BE AFFECTED.

F. FOR BETTER SERVICE OF ANY REQUEST FOR OPERATIONS DATA (E.G., TO CHECK ON A SUSPECTED LORAN-C SYSTEM ABNORMALITY), PLEASE SUPPLY THE RATE AND DATE/TIME OF THE EVENT YOU WISH TO REPORT. THIS WILL ENABLE COORDINATOR OF CHAIN OPERATIONS TO QUICKLY CHECK THE RECORDS FOR THE PERIOD IN QUESTION AND GIVE A MORE EXACT ANSWER.

1. PACIFIC AREA LORAN-C INFO: INFORMATION CONCERNING CENTRAL PACIFIC (4990), CANADIAN WEST COAST (9940), NORTHWEST PACIFIC (9970), AND NORTH PACIFIC (9990) CHAINS MAY BE OBTAINED FROM THE REGIONAL MANAGER IN SAN FRANCISCO, CA AT (415) 437-3224.

2. EUROPEAN LORAN-C INFO: INFORMATIN CONCERNING THE ICELANDIC (9980), NORWEGIAN SEA (7970), AND THE MEDITERREANEAN SEA (7990) CHAINS MAY BE OBTAINED FROM THE CHAIN MANAGER AT U.S. COAST GUARD ACTIVITIES EUROPE, LONDON, UK AT 011-44-1-409-4758.

3. OMEGA: SUMMARY STATUS AND PROPAGATION ANOMALY NOTIFICATIONS ARE BROADCAST FROM WWV, FORT COLLINS, CO AT 16 MINUTES AFTER EACH HOUR. OTHER INFORMATION SOURCES ARE LISTED BELOW:

A. COAST GUARD ONSOD, WASHINGTON, D.C. (RECORDED ANNOUNCEMENT): (202) 245-0298 OR FTS 245-0298.

B. U.S. NAVAL OBSERVATORY (USNO) (AUTOMATED DATA SERVICE): (202) 653-1079 OR FTS 653-1079. FULL DUPLEX, EVEN PARITY 300 OR 1200 BAUD, ASCII.

C. IF ADDITIONAL INFORMATION IS REQUIRED, CONTACT THE OMEGA WATCHSTANDER AT ONSOD WASHINGTON, D.C.: (202) 243-0228 OR FTS 245-0228.

CARIBBEAN

SPECIAL NOTICE - CARIBBEAN

ROCK SOUND BAHAMAS RADIO BEACON (RSD) AND HAVANA CUBA RADIO BEACON (UHA) BOTH OPERATE ON FREQUENCY 348KHZ. BE ALERT FOR POSSIBLE INTERFERENCE. (FAA)

THE U.S. DEPARTMENT OF TRANSPORTATION WILL BE FLYING A LARGE WEATHER BALLOON OF 90 FEET IN LENGTH AT HEIGHTS UP TO 2500 FEET AT VARIOUS LOCATIONS IN THE CARIBBEAN, GULF OF MEXICO, AND FLORIDA WATERS. THIS BALLOON WILL BE TETHERED TO A SHIP; AIRMEN ARE ADVISED TO STAY CLEAR OF THE TETHER AS WELL AS THE BALLOON. THE BALLOON WILL USUALLY BE SEVERAL MILES AT SEA EXCEPT WHEN IT IS IN TRANSIT TO TEST SITES OR PULLING INTO DOCK, AT WHICH TIMES, THE BALLOON WILL BE FLOWN AT HEIGHTS FROM 150 TO 500 FEET. LOCAL CONTROL TOWERS WILL BE NOTIFIED BY THE COAST GUARD IN THE EVENT OF BALLOON FLIGHTS NEAR THEIR AIRPORTS. THE BALLOON AND TETHER WILL BE WELL MARKED BY STROBE LIGHTS AND FLAGS TO ASSURE VISIBILITY. (MIAMI FSS 6/29/84)

U.S. OVERLAND/OCEANIC NOTICES

GENERAL

SPECIAL NOTICE - - POLLUTION REPORT (POLREP)

1. PILOTS ARE REQUESTED TO VOLUNTEER REPORTS OF WATER POLLUTANTS /OIL - CHEMICALS - DYE - AND OTHERS/ INCLUDING SIZE AND SOURCE OF THE POLLUTION. ON-SCENE WEATHER AND OTHER SIGNIFICANT INFORMATION. THE (POLREP) SHOULD BE TRANSMITTED TO THE U.S. COAST GUARD NATIONAL RESPONSE CENTER (NRC), TELEPHONE 800-424-8802 VIA COMMUNICATIONS WITH EITHER THE AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC) OR ANY U.S. COAST GUARD AIR STATION.

2. POLLUTION REPORTS SHOULD BE MADE ANY TIME POLLUTION IS SIGHTED WITHIN 200NM OF THE U.S. SHORELINE, ON THE GREAT LAKES, OR WITHIN 50NM OF ANY NATION IN THE WIDER CARIBBEAN REGION.

3. POLREP FORMAT:

A. POLLUTION SUBSTANCE (OIL - CHEMICAL - DYE - OR OTHER
B. LOCATION /LATITUDE - LONGITUDE. RADIAL - DME/.
C. SIZE OF SLICK /POLLUTED AREA IN METERS/YARDS/MILES.
D. TIME DISCOVERED /UTC/.
E. DIRECTION OF MOVEMENT /LENGTH AXIS/.
F. SOURCE /COURSE - SPEED. NAME IF VESSEL/.
G. CONDITION AND COLOR OF POLLUTANT /SOLID - STREAKED - WINDOWS - FRAGMENTED: BLACK - ORANGE - BROWN - SILVERY SHEEN - IRRIDESCENT SHEEN/.
H. ON SCENE WEATHER /WIND SPEED - WIND DIRECTION - SEA STATE - VISIBILITY PERCENT CLOUD COVER/.
I. IDENTIFICATION OF REPORTING SOURCE.
J. ALTITUDE AT WHICH SIGHTING MADE. (A36/86)

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. TEN MINUTES LONGITUDINAL SEPARATION MAY BE APPLIED BETWEEN TURBOJET AIRCRAFT TRANSITING ATS ROUTE G431 BETWEEN THE NEW YORK, MIAMI AND SAN JUAN OCEANIC CONTROL AREAS AND ALSO ON ATS ROUTES A25, A300 G432, AND A23 BETWEEN THE NEW YORK AND SAN JUAN OCEANIC CONTROL AREAS. THE USE OF 10 MINUTES LONGITUDINAL SEPARATION IS AUTHORIZED WITH ADHERENCE TO THE CRITERIA CONTAINED IN ATTACHMENT H TO ICAO DOC. 4444-RAC/501/10, PANSRAC, AND THE REGIONAL SUPPLEMENTARY PROCEDURES. SPECIFICALLY, 10 MINUTES LONGITUDINAL SEPARATION MAY BE USED BETWEEN TURBOJET AIRCRAFT FLYING AT THE SAME ALTITUDE/FLIGHT LEVEL PROVIDING THE FOLLOWING CONDITIONS ARE MET:

1. THE AIRCRAFT CONCERNED HAVE REPORTED OVER THE SAME ENTRY POINT INTO OCEANIC CONTROL AIRSPACE AND WILL FLY THE SAME TRACK OR CONTINUOUSLY DIVERGING TRACKS.

2. THE PRECEDING AIRCRAFT IS MAINTAINING A SPEED OF AT LEAST MACH 0.03 GREATER THAN THAT OF THE FOLLOWING AIRCRAFT. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: FLIGHTS IN OCEANIC AIRSPACE MUST BE CONDUCTED UNDER INSTRUMENT FLIGHT RULES (IFR) PROCEDURES WHEN OPERATING:

A. BETWEEN SUNSET AND SUNRISE;

B. AT OR ABOVE FLIGHT LEVEL (FL) 60 WHEN OPERATING WITHIN THE NEW YORK, OAKLAND, ANCHORAGE AND HONOLULU FLIGHT INFORMATION REGIONS (FIRS); OR

C. ABOVE FL 180 WHEN OPERATING WITHIN THE MIAMI AND HOUSTON FIRS AND IN THE SAN JUAN CONTROL AREA.

FLIGHTS BETWEEN THE EAST COAST OF THE U.S. AND BERMUDA OR CARIBBEAN TERMINALS AND TRANSVERSING THE NEW YORK FIR AT OR ABOVE 5,500 FT. MSL SHOULD BE ESPECIALLY AWARE OF THIS REQUIREMENT. (FAA)

SPECIAL NOTICE: IF THE PILOT OF AN AIRCRAFT OPERATING IN INTERNATIONAL AIRSPACE UNDER U.S. JURISDICTION AND EQUIPPED WITH A CODED RADAR BEACON TRANSPONDER EXPERIENCES A LOSS OF TWO-WAY RADIO CAPABILITY, HE SHOULD:

A. ADJUST HIS TRANSPONDER TO REPLY ON MODE A/3, CODE 7700 FOR A PERIOD OF 1 (ONE) MINUTE;

B. THEN CHANGE TO CODE 7600 AND REMAIN ON 7600 FOR A PERIOD OF 15 MINUTES OR THE REMAINDER OF THE FLIGHT WHICHEVER OCCURS FIRST;

C. REPEAT STEPS A. AND B., AS PRACTICABLE.

THE PILOT SHOULD UNDERSTAND THAT HE MAY NOT BE IN AN AREA OF RADAR COVERAGE. MANY RADAR FACILITIES ARE ALSO NOT PRESENTLY EQUIPPED TO AUTOMATICALLY DISPLAY CODE 7600 AND WILL INTERROGATE 7600 ONLY WHEN THE AIRCRAFT IS UNDER DIRECT RADAR CONTROL AT THE TIME OF RADIO FAILURE. HOWEVER, REPLYING ON 7700 FIRST INCREASES THE PROBABILITY OF EARLY DETECTION OF A RADIO FAILURE CONDITION. (FAA)

SPECIAL NOTICE--INSTRUCTIONS FOR USING FAA FORM 7233-4. INTERNATIONAL FLIGHT PLAN FORM: AMENDMENT 6 (APPLICABLE NOVEMBER 21, 1985) TO ICAO DOC 4444 SPECIFIES SEVERAL CHANGES IN ICAO INTERNATIONAL FLIGHT PLAN FORMAT. FAA WILL ACCEPT THE NEW ICAO FORMAT, EXCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS. THEREFORE, TO COMPLY AS CLOSELY AS POSSIBLE WITH AMENDMENT 6, THE FOLLOWING ADDITIONAL PROCEDURES WILL APPLY BEGINNING NOVEMBER 21 WHEN USING FAA FORM 7233-4:

1. FAA FORM 7233-4, ITEM 13 HAS A SPACE FOR FIR BOUNDARIES AND ESTIMATED TIMES. FAA REQUIRES FILED FIR BOUNDARIES AND ESTIMATED TIMES. HOWEVER, PUT THAT INFORMATION IN ITEM 18. OTHER INFORMATION, AS SPECIFIED IN ICAO FORMAT.

2. CONCERNING FAA FORM 7233-4, ITEM 15, THE U.S. AIR TRAFFIC SERVICE DOES NOT ACCEPT AIRCRAFT SPEED/ALTITUDE FILED IN METRIC TERMS.

3. IN ITEM 17, IN THE SECTION LABELED ETA, INSTEAD PUT TOTAL ESTIMATED ELAPSED TIME (TOTAL EET).

THE PRESENT SUPPLY OF FAA FORM 7233-4 WILL BE USED UNTIL EXHAUSTED AND REPLACED BY A NEW REVISED FAA INTERNATIONAL FLIGHT PLAN FORM.

THIS IS TO REMIND PILOTS OF THE NEED TO CONTINUOUSLY GUARD THE VHF EMERGENCY FREQUENCY 121.5 MHZ WHEN ON LONG OVER-WATER FLIGHTS, EXCEPT WHEN COMMUNICATIONS ON OTHER VHF CHANNELS, EQUIPMENT LIMITATIONS OR COCKPIT DUTIES PREVENT SIMULTANEOUS GUARDING OF TWO CHANNELS. GUARDING OF 121.5 MHZ IS PARTICULARLY CRITICAL WHEN OPERATING IN PROXIMITY TO FLIGHT INFORMATION REGION (FIR) BOUNDARIES, FOR EXAMPLE, OPERATIONS ON ATS ROUTE R220 BETWEEN ANCHORAGE AND TOKYO, SINCE IT SERVES TO FACILITATE COMMUNICATIONS WITH REGARD TO AIRCRAFT WHICH MAY EXPERIENCE IN-FLIGHT EMERGENCIES, COMMUNICATIONS, OR NAVIGATIONAL DIFFICULTIES. (REFERENCE ICAO ANNEX 10, VOL II, PARAS 5.2.2.1.1.1 AND 5.2.2.1.1.2.) (FAA 3/86)

ANCHORAGE CTA/FIR

SPECIAL NOTICE -- NAVIGATION WARNING: U.S. AIRCRAFT FLYING BETWEEN ALASKA AND JAPAN ARE CAUTIONED OF THE ABSOLUTE NECESSITY OF REMAINING OVER INTERNATIONAL WATERS AT ALL TIMES IN ORDER TO AVOID DANGEROUS CONSEQUENCES WHICH COULD RESULT FROM UNAUTHORIZED OVERFLIGHT OF SOVIET TERRITORY. RECOGNITION THAT MANY FLIGHT TRACKS ON THIS ROUTE PROVIDE MINIMUM SEPARATION FROM SOVIET AIRSPACE FURTHER EMPHASIZES THE NEED FOR ALL PILOTS TO USE ALL EXISTING NAVIGATIONAL CAPABILITY. THE FAA THEREFORE RECOMMENDS THAT ALL PILOTS FLYING BETWEEN ALASKA AND JAPAN TAKE UTMOST PRECAUTIONS TO AVOID FLYING OVER SOVIET TERRITORY. PILOTS AND OPERATORS OF SMALL AIRCRAFT PERFORMING BEAR HUNTING FLIGHTS OR OTHER TYPES OF FLIGHT IN THE BERING STRAIT AREA ARE ALSO URGED TO TAKE UTMOST PRECAUTION TO AVOID ANY OPERATION IN USSR AIRSPACE.(FAA)

SPECIAL NOTICE - TO CLARIFY ENROUTE COMMUNICATIONS PROCEDURES AND DOCUMENT THOSE NOW GENERALLY EMPLOYED IN SUPPORT OF FLIGHT OPERATIONS IN THE ANCHORAGE ARCTIC CTA/FIR BEYOND LINE OF SIGHT RANGE OF REMOTE CONTROL VHF AIR/GROUND FACILITIES OPERATED FROM THE ANCHORAGE ACC. FLIGHT CREWS OPERATING AIRCRAFT IN THAT AIRSPACE UNDER THOSE CIRCUMSTANCES ARE EXPECTED TO MAINTAIN COMMUNICATIONS WITH CAMBRIDGE BAY RADIO AND A LISTENING OR SELCAL WATCH ON HF FREQUENCIES OF NORTH ATLANTIC DELTA NAT D NETWORK, VIZ. 2971, 4675, 8891, 11279 KHZ. CAMBRIDGE BAY RADIO WILL ACCOMPLISH NECESSARY RELAY BETWEEN ENROUTE AIRCRAFT AND THE ANCHORAGE CENTER. ADDITIONALLY AND IN VIEW OF REPORTED MARGINAL RECEPTION OF HONOLULU PACIFIC VOLMET BROADCAST IN THAT AND ADJACENT CANADIAN AIRSPACE, CAMBRIDGE BAY RADIO CAN PROVIDE ANCHORAGE AND FAIRBANKS SURFACE OBSERVATIONS AND TERMINAL FORECASTS TO FLIGHT CREWS ON REQUEST. (FAA)

ARCTIC CONTROL AREA TRACK

EFFECTIVE 0801 UTC MAY 8, 1986, ARTIC CONTROL AREA TRACKS ARE AMENDED TO READ AS FOLLOWS:

TRACK OSCAR:

ANC VOR (61 09.1N 150 12.3W) - TKA VOR (62 18.0N 150 06.2W) - 70 00.0N 151.00.0W - 80 00.0N 141 00.0W (COMPULSORY REP) - 85 40 ON '15 00.0W (COMPULSORY REP) - 87 00.0N 60 00.0W (COMPULSORY REP).

TRACK PAPA:

ENN VORTAC (64 35.4N 149 04.2W) 70 00.0N 146 00.0W - 74 56.8N 141 00.0W (COMPULSORY REP) - 83 00.5N 115 00.0W (COMPULSORY REP) - 85 00.0N 60 00.0W (COMPULSORY REP).

TRACK QUEBEC: FAI VORTAC (64 48.0N 148 00.6W) - 70 00.0N 143 00.0W - 71 33.7N 141 00.0W (COMPULSORY REP) - 80 17.1N 115 00.0W (COMPULSORY REP) - LT NDB (82 31.6N 62 12.1W) (COMPULSORY REP) -

TRACKS ROMEO AND SIERRA REMAIN UNCHANGED. (FAA 3/86)

MIAMI CTA/FIR

MIAMI ARTCC: AIRCRAFT ON IFR FLIGHT PLANS ENTERING THE MIAMI CTA/FIR AT FL 240 AND ABOVE FROM THE HAVANA CTA/FIR ARE REQUESTED TO ESTABLISH COMMUNICATIONS WITH MIAMI CENTER AT LEAST 10 MINUTES PRIOR TO THE BOUNDARY ON THE FOLLOWING FREQUENCIES: B646, G448--132.2 VHF AND 306.9 UHF; A301, G437 AND R628--128.75 VHF AND 270.3 UHF. AIRCRAFT ON IFR FLIGHT PLAN ENTERING MIAMI CTA/FIR FROM PORT 'AU' PRINCE OR SANTO DOMINGO CTA/FIR CONTACT MIAMI ARTC CENTER ON 132.3/307.2 AT LEAST TEN (10) MINUTES PRIOR TO REACHING MIAMI CTA/FIR BOUNDARY FOR ATC CLEARANCE. (FAA)

SPECIAL NOTICE - MIAMI OCEANIC CTA. EFFECTIVE IMMEDIATELY, AIR TRAFFIC PROPOSING OPERATION IN THE MIAMI OCEANIC CTA EAST OF 80 DEGREES WEST AND SOUTH OF 30 DEGREES NORTH, AT AND ABOVE FL240 BETWEEN 1200Z AND 0000Z, SHOULD EXPECT ROUTING VIA ESTABLISHED AIRWAYS OR APPROVED PART 95 ROUTES.

ALSO, DURING THE SAME PERIOD, A555 BETWEEN ZBB NDB AND GT NDB, AT AND ABOVE FL240, WILL BE RESERVED FOR NORTHWEST BOUND TRAFFIC ONLY.

AIRCRAFT PROPOSING FLIGHT SOUTHEASTWARD ON THAT PORTION OF A555, AT OR ABOVE FL240, CAN EXPECT ROUTING VIA ZBV, BR55V, COBBL, BR1L GT.

THIS ROUTING WILL BE REFERRED TO AS THE MISAN ROUTE. DURING THE PERIOD 1200Z TO 0000Z, THAT PORTION OF BR1L COMPRISING THE MISAN ROUTE WILL BE RESERVED FOR SOUTHEAST BOUND TRAFFIC ONLY. (FAA 1/85)

SPECIAL NOTICE - MIAMI OCEANIC CTA MIAMI ARTCC IS UTILIZING A SECONDARY RADAR SYSTEM FROM AN ANTENNA LOCATED ON THE ISLAND OF GRAND TURK BRITISH WEST INDIES. IFR AIRCRAFT WITHIN 200 NAUTICAL MILES OF THE ANTENNA ABOVE FL240 CAN EXPECT RADAR SEPARATION FROM OTHER IFR AIRCRAFT. RADAR SEPARATION WILL BE UTILIZED BELOW FL240 FOR THOSE PARTICIPATING AIRCRAFT WITHIN THE ANTENNA COVERAGE. THERE IS NO PRIMARY RADAR DATA OR WEATHER INFORMATION AVAILABLE FROM THIS SYSTEM. SOME OVERLAP BETWEEN THIS ANTENNA AND THE PICO DEL ESTE, PUERTO RICO ANTENNA IS AVAILABLE AT AND ABOVE FL240. OVERLAPPING COVERAGE WEST OF GRAND TURK IS NOT YET AVAILABLE. SINCE RADAR SEPARATION IS DEPENDENT UPON THE RECEIPT OF A TRANSPONDER RETURN, ALL AIRCRAFT WITHIN THE 200 NM COVERAGE OF THE SYSTEM ARE REQUIRED TO UTILIZE TRANSPONDER CODES AS ASSIGNED BY ATC OR THE APPROPRIATE STRATUM CODE.

AIRCRAFT DEPARTING AND OVERFLYING THE SANTO DOMINGO AND PORT AU PRINCE FIRS CAN EXPECT ATC ASSIGNED CODES FROM THOSE AGENCIES. INITIAL CALL UP TO MIAMI CENTER PRIOR TO CROSSING THE CTA/FIR BOUNDARY WILL PERMIT EARLY RADAR IDENTIFICATION AND IS NECESSARY. RADAR FLIGHT FOLLOWING OF VFR AIRCRAFT WILL BE AVAILABLE ON A WORKLOAD PERMITTING BASIS. THE PRIMARY ATC FREQUENCY IS 132.3 AND 307.2. MIAMI CENTER IS COMMISSIONING A SECOND FREQUENCY PAIR 135.2 AND 327.0 FOR FUTURE USE. (FAA 92/85)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: THE ATTENTION OF PILOTS PLANNING FLIGHTS WITH THE NEW YORK OCEANIC FLIGHT INFORMATION REGION IS DIRECTED TO THE COMMUNICATION AND POSITION REPORTING REQUIREMENTS SPECIFIED IN THE FOLLOWING ICAO DOCUMENTS: ANNEX 2, PARAGRAPH 3.5.9; ANNEX 11, PARAGRAPH 6.1.2; PANS-RAC 4444, PART 11, PARAGRAPH 13, AND DOC 7030, PARAGRAPHS 4 AND 6. THE COMMUNICATIONS REQUIREMENTS FOR IFR FLIGHTS WITHIN THE NEW YORK OCEANIC CONTROL AREA ARE:

1. FUNCTIONING TWO-WAY RADIO COMMUNICATIONS EQUIPMENT CAPABLE OF COMMUNICATING WITH AT LEAST ONE APPROPRIATE GROUND STATION FROM ANY POINT ON THE ROUTE.

2. MAINTAIN A CONTINUOUS LISTENING WATCH ON THE APPROPRIATE RADIO FREQUENCY.

3. REPORT POSITIONS IN SPECIFIED CIRCUMSTANCES.

NOTE: HF COMMUNICATION IS REQUIRED FOR OCEANIC FLIGHT. THE ABILITY TO COMMUNICATE AT ANY POINT OF THE ROUTE IS NECESSARY FOR THE CONTROL PROCESS.

INABILITY TO COMPLY IS IN VIOLATION OF THE REQUIREMENTS STATED ABOVE. NO VHF COMMUNICATIONS ARE AVAILABLE FOR POSITION REPORTING FOR FLIGHT THROUGH NEW YORK OCEANIC AIRSPACE. (FAA)

SPECIAL NOTICE--BERMUDA: THE NEW YORK AREA CONTROL CENTER HAS DELEGATED CONTROL AUTHORITY AND FLIGHT INFORMATION RESPONSIBILITY WITHIN A 180 NM RADIUS OF THE BERMUDA VCR AT FL 500 AND BELOW TO THE BERMUDA TERMINAL CONTROL AREA FACILITY (TCAF). THE BERMUDA TCAF USES POSITIVE RADAR CONTROL PROCEDURES WITHIN THE BERMUDA CONTROL AREA. CANCELLATION OF IFR FLIGHT AFTER ENTRY INTO THE CONTROL AREA IS NOT PERMITTED. ALL INBOUND TRANSPONDER EQUIPPED AIRCRAFT SHALL RESPOND ON MODE 3A, CODE 2100 UPON ENTRY INTO THE CONTROL AREA. NON-TRANSPONDER EQUIPPED AIRCRAFT OR AIRCRAFT WITH INOPERATIVE TRANSPONDER SHALL BE ASSIGNED SPECIFIC IFR FLIGHT LEVELS UPON ENTERING THE CONTROL AREA. ALL INTERNATIONAL FLIGHTS WHICH PLAN TO PENETRATE THE CONTROL AREA, MUST INCLUDE THE BERMUDA TCAF AS AN AFTN ADDRESSEE ON THE ICAO FILED FLIGHT PLAN. THE BERMUDA TCAF AFTN ADDRESS IS MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: EFFECTIVE IMMEDIATELY ALL AIR CARRIERS, PRIVATE AND MILITARY USERS FLIGHT PLANNING TO OPERATE THROUGH THE NEW YORK OCEANIC CONTROL AREA SHALL, IN ACCORDANCE WITH ICAO DOCUMENT 7030, PARA 4.6, ADD NEW YORK OCEANIC CONTROL AS KZNYZO AS AN ADDRESSEE. FOR THOSE FOLLOWING THIS PROCEDURE, PLEASE ENSURE THAT CORRECT CALL LETTERS ARE BEING USED. MANY FLIGHT PLANS ARE BEING DUPLICATED AND IN SOME CASES TRIPLICATED. (FAA)

PANAMA CTA/FIR

SPECIAL NOTICE: SEE THE ENTRY FOR PANAMA IN THE SECTION TITLED FOREIGN NOTICES IN THIS PUBLICATION.

SAN JUAN CTA/FIR

SPECIAL NOTICE: ALL VFR AIRCRAFT ENTERING AND DEPARTING THE SAN JUAN FIR/CTA WILL PROVIDE SAN JUAN RADIO WITH AN ICAO FLIGHT PLAN. ALL AIRCRAFT MUST ESTABLISH 2 WAY COMMUNICATIONS WITH SAN JUAN ON 126.7, 122.2, 123.65 OR 255.4. COMMUNICATION CAN ALSO BE ESTABLISHED BY USING THE VOR FREQUENCY FOR RECEIVING AND TRANSMITTING ON 122.1 FOR BORINQUEN (BQN), MAYAGUEZ (MAZ), PONCE (PSE), ST. THOMAS (STT). THE ST. CROIX TRANSMITTING FREQUENCY TO USE IS 123.6. IF UNABLE TO CONTACT SAN JUAN RADIO THE PILOT IS RESPONSIBLE FOR NOTIFYING ADJACENT ATS UNITS AND REQUEST THAT A POSITION REPORT BE RELAYED TO SAN JUAN RADIO FOR SEARCH AND RESCUE PURPOSES AND FLIGHT FOLLOWING. THIS IS IN ACCORDANCE WITH ICAO DOC. 4444, PART II, PARA. 14.1.1, PARA. 14.1.4; PART VI, PARA. 1.2.1 AND PARA. 2.2.2, ANNEX 11, CHAPTER 6, PARA. 6.1.2.1, PARA. 5.1.1, PARA. 5.2.1, PARA. 5.2.2, PARA. 5.2.2.3, PARA. 5.3.2.4, PARA. 5.4.1. (FAA)

SPECIAL NOTICE--ALL IFR OR VFR AIRCRAFT LANDING AT PUERTO RICO INTERNATIONAL, ISLA GRANDE, HARRY S. TRUMAN, OR ALEXANDER HAMILTON AIRPORTS THAT REQUIRE CUSTOMS, CONTACT SAN JUAN IFSS ONE HOUR PRIOR TO LANDING AND REQUEST CUSTOMS BE ADVISED (ADCUS). ALSO INCLUDE ADCUS IN THE REMARKS SECTION OF THE FLIGHT PLAN. ADCUS SERVICE IS NOT AVAILABLE AT OTHER AIRPORTS IN THE SAN JUAN FIR. PILOTS ARE RESPONSIBLE FOR ADVISING CUSTOMS OF THEIR INTENDED ARRIVAL IN ACCORDANCE WITH PROCEDURES CONTAINED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL. (SAN JUAN IFSS 101200.)

NORTH AMERICAN ROUTES
(NAR)

"Due to the decommissioning of the Nitchequon NDB, the North American Routes for North Atlantic Traffic (NAR) are revised effective May 8, 1986, as follows.

Delete:

NA 328

Add:

NAR Westbound Routes - Common Portion

NAR Designator	Coastal Fix	Route Description	Inland Navigational Facility
NA 248	HADOK	Eric HL 563 J563	Albany
NA 252	HADOK	Eric HL 563 Baie Comeau HL 555	Charlevoix
NA 316	NAIN	HL548 Shefferville HANDA Chibougamau HL 570 J570	Albany
NA 324	NAIN	HL 548 Shefferville FIDEL Timmins HL 548 J548 Pullman V84 PAPPI	Chicago
NA 326	NAIN	HL 548 Shefferville HANDA Chibougamau HL 570	Montreal/Mirabel/ Dorval
NA 332	NAIN	HL 548 Shefferville HANDA VAL-d'OR	Midland
NA 336	NAIN	HL 548 Shefferville HANDA Chibougamau HL 597	Killaloe
NA 348	KUUJJUAQ	Baddy Chibougamau HL 570	Montreal/Mirabel/ Dorval
NA 354	KUUJJUAQ	Baddy Chibougamau HL 597	Killaloe

NAR Eastbound Routes - Common Portion

NAR Designator	Inland Navigational Facility	Route Description	Coastal Fix
NA 247	Charlevoix	HL 555 Baie Comeau HL 563 Eric"	HADOK

NORTH AMERICAN ROUTES
(NAR)

"The North American Routes for North Atlantic Traffic (NAR) are revised effective March 13, 1986, as follows:

Delete:

NA 346, NA 350

Add:

NAR Westbound Routes - Common Portion

NAR Designator	Coastal Fix	Route Description	Inland Navigational Facility
NA 356	KUUJJUAQ	HL479 LG4 VAL-D'OR HL545	Midland

The above changes reflect the decommissioning of the Nitchequon NDB, and also, eliminate the possibility of any misunderstanding between NA 350 and FL 350."

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Flight Information Publication
International Notices to Airmen

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